

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego, California

Date: 20 April 1964

S. O. # 600-0-71

W. O. # 31,792

UPDATING OF CJ805-23B ENGINES

1. This Sales Order authorizes the Material Department to negotiate firm procurement for updating and re-establishment of full warranty provisions for the following two (2) CJ805-23B Engines:

Serial No. 414-199

Serial No. 414-216

2. It is desirable that the turn around time for the above task be accomplished within the eleven week period which has been quoted by General Electric.


3. It is contemplated that these two engines will be sold or otherwise disposed of to one or both of the buyers of the remaining unsold 990 aircraft Production Serial Nos. 30-10-1 and 30-10-2.

CJD:pj

Log No. 641


D. H. Digges
Director of Contracts

GENERAL DYNAMICS/CONVAIR


SALES ORDER

Sold to: General Dynamics/Convair
San Diego, California

Date: 6 March 1964

S. O.: 600-0- 70


Reference: (a) Meeting with D. C. Wilkens,
C. German, M. Stepich, W. Bruce,
G. Zarate, E. Kotnik, and
R. Wintinger on 6 March 1964

W. O.: 31791

Sales Support Task - 10-1 / 10-2

1. This Sales Order authorizes the Engineering Department to accomplish the task required for Air Research and/or Lockheed Air Service Corporation to develop a firm quotation covering the completion and certification of subject aircraft.
2. This authorization shall be limited to a total of 500 hours unless additional hours are so authorized by revision to this Sales Order.

REW:jaw


D. H. Dinges
Director of Contracts

Log No. 412

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to:	General Dynamics/Convair San Diego, California	Date:	16 March 1964
Reference:	(a) Sales Coordination Meeting with Frederick B. Ayer/AiRe- search/Lockheed Aircraft Service/APSA/General Dynamics during week of 2 March 1964	S. O.:	600-0-69A
	(b) Memo A. J. Savard to D. C. Wilkens dtd 11 March 1964	W. O.:	31790
	(c) Sales Order 600-0-69	Acct. No.:	6151

10-1/2 990A AYER/APSA CONFIGURATION

1. This Sales Order authorizes a material and data re-audit in order to develop the necessary information required for an outside facility to complete the subject aircraft to the configuration generally described in Reference (b) memo - (similar to Swissair/APSA 30-6).
2. The above authorization shall not exceed a total of 1,500 manhours and shall be completed on or before 10 April 1964.
3. The hours authorized above shall be distributed to the following departments to cover the tasks described therein:
 - A. Department 48 - Assist in redetermination of APSA/30-6 interior requirements 320 hours
 - B. Department 400 - Prepare planning to reflect APSA/30-6 interior requirements 160 hours
 - C. Department 400 - Provide set of planning cards for comparison of 30-6 & 30-5 version in order to develop open task and shortage list 600 hours
 - D. Department 6 - Review and prepare 30-6/APSA/10-1 & -2 master drawing list 100 hours
 - E. Department 6 - Review material and installation drawings to provide APSA/30-6 interior configuration -160 hours
 - F. Department 40 - Identify, package and stock affected parts - 160 hours
4. The functions performed under 3.A thru 3.E shall be charged against W. O. 31790. The task described in 3.F is to be charged against Account #6151.

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego, California

Date: 16 March 1964

S. O.: 600-0-69A
Page 2.

10-1/2 990A AYER/APSA CONFIGURATION

5. This Sales Order cancels and supersedes Reference (c) Sales Order.

R. H. Digges
for R. H. Digges
Director of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

CANCELLED 16 March 1963

Sold to: General Dynamics/Convair
San Diego, California

Date: 11 March 1964

S. O.: 600-0-69

Reference: (a) Sales Coordination Meeting
with Frederick B. Ayer/Air-
search/Location Aircraft
Service/AFSA General
Dynamics during week of
2 March 1964

Acct.: 615

(b) Memo A. J. Savard to D. C.
Wilkins dtd 10 March 1964

10-17-2 9901 AYER/AFSA CONFIGURATION

This Sales Order authorizes material and data re-audit as required for an outside facility to complete the subject aircraft to the configuration as generally described in Reference (b) memorandum.

The above authorization shall not exceed a total of 1,500 manhours and shall be completed on or before 30 April 1964.

KWJ:jay

Use No. 4120 654

[Signature]
D. C. Wilkins
Director of Contracts

Cancelled and Superseded by Sales Order
600-0-69

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics Corporation
New York 20, New York

Date: 4 March 1964

Reference: (a) General Dynamics Corporate
Request Per J. A. Dundas

S. O. # 600-0-68


W. O. # 31,799

PREPARATION OF SALES BROCHURE

1. Pursuant to Reference (a), all concerned, including but not limited to Dept. 16-7 (Art and Editorial) and 65-1 (Engineering PreDesign) are authorized to prepare a minimum quantity not to exceed twenty five copies, of a Level II Sales Brochure on 990 Ship 10-1 in an executive transport configuration for General Electric Corporation.
2. Dept. 16-7 is authorized to expend an amount not to exceed \$800 to cover writing, art preparation and reproduction.
3. Engineering Dept. 65-1 is authorized not to exceed forty hours to support Dept. 16-7 on this task.
4. Fifteen copies of completed brochures are to be hand delivered to Mr. D. C. Wilkens, Jr. not later than 9:00 A.M. Monday, 9 March 1964. Five copies are to be delivered to Mr. R. K. Gottschall and five copies to Mr. D. H. Digges.

GDC:pj

cc: P. J. Fitzgerald - 3
R. H. Knapp - 5
J. A. Brown


D. H. Digges
Director of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold To: ~~Swissair Transport Co. Ltd.~~
~~Zurich, Switzerland~~
General Dynamics/Convair
San Diego, Calif.

* Revised 25 March 1964

Date: 5 February 1964

S. O.: 600-0-67


W. O.: 31000 series

BOX LUNCHES - SWISSAIR 10-6 FERRY FLIGHT

1. This Sales Order authorizes Flight Department to arrange for the preparation of forty (40) box lunches, coffee, etc. in connection with the Swissair 990 delivery flight scheduled for 6 February departure.
2. Costs in connection with the above authorization shall be charged to above referenced work order.
3. There is no charge to the customer in connection with this authorization.

RLW:jav

RLW


for R. H. Digges
Director of Contracts

* Revised to add para. 3. RLW:pb

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold To: Swissair Transport Co., Ltd.
Zurich, Switzerland

Date: 5 February 1964

S. O.: 600-0-67

W. O.: 31000 series

BOX LUNCHES - SWISSAIR 10-6 FERRY FLIGHT

1. This Sales Order authorizes Flight Department to arrange for the preparation of forty (40) box lunches, coffee, etc. in connection with the Swissair 990 delivery flight scheduled for 6 February departure.
2. Costs in connection with the above authorization shall be charged to above referenced work order.

RLW:jaw

RLW

for R. H. Digges
D. H. Digges
Director of Contracts

Log No. 300

SALES ORDER

Sold To: General Dynamics/Convair
San Diego, California

Date: * 17 December 1963
1 November 1963

Reference: (a) Convair P.O. #971650

S. O.: 600-0-64

W. O.: 31355

ENGINE REMOVAL SHIP # 10-5

1. This Sales Order authorizes the removal of engine serial number 414122 from 10-5 aircraft 10-5 and reinstallation of another CJ-805-23B engine to be taken from aircraft 10-6.
2. Engine serial number 414122 is to be dispatched to the General Electric facility at Ontario, California for testing and rework as necessary to correct apparent high frequency engine vibration.
3. It is understood that General Electric will pay all costs in connection with the removal, transport, testing and rework unless such testing determines the engine is not defective, in which case Convair shall absorb the cost.
- *4. As a result of tests conducted at Ontario, it has been determined the subject engine is not defective, and accordingly, all costs in connection with this authorization shall be borne by Convair under Reference (a) P.O.

RLW:jaw

Revised to add Ref. (a) and para. 4. RLW:jaw

[Signature]
D. H. Digges
Director of Contracts

Log No. 1383-2128

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 5 September 1963

Reference: (a) J. H. Famme Staff Meeting
4 September 1963

S. O. # 600-0-63

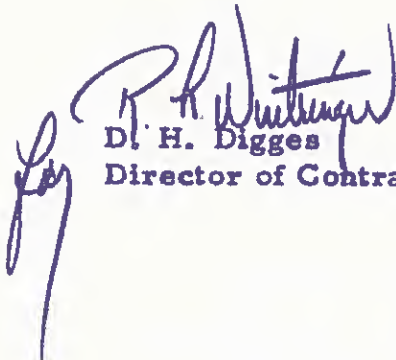
W. O. # 31,302

PAINT STRIPPING - 990 AIRCRAFT NO. 10-2

1. In accordance with the authorization issued during Reference (a) meeting, this Sales Order instructs departments concerned to proceed with the necessary task required to remove all exterior protective coating from Aircraft No. 10-2.

2. This authorization is specifically limited to the task outlined in paragraph 1 above plus general corrosion inspection.

RLW:pj


D. H. Digges
Director of Contracts

Log No. 1582

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

* 27 September 1963
Date: 22 August 1963

Reference (a) R. L. Wintringer memo
dated 22 August 1963 to
A. L. Hendricks

S. O. # 600-0-62

W. O. # ~~31,301~~ 31,351
~~31,302~~ 31,352

COMPLETION OF SHIPS 10-1 AND 10-2 FOR AMERICAN FLYERS

1. This Sales Order authorizes the Engineering Department to proceed with the preparation of a Task Description required to estimate and schedule the completion of 990 Ships 10-1 and 10-2 in accordance with the ground rules outlined in Reference (a) memo.

RECEIVED

OCT 1 '63

Revised 9-27 to change Work Order Nos.

RLW:pj

R. L. Wintringer
D. H. Digges
Director of Contracts

Log No 1515 1678

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, Calif.

Date: 2 August 1963

S. O. # 600-0-61


W. O. # 31,757

RECEIVED

AUG 6 '63

990 AIRCRAFT NOS. 10-5 AND 10-6 - SERVICE BULLETIN UPDATING

1. This Sales Order authorizes all departments concerned to proceed with the necessary Service Bulletin work required to certificate and deliver 990 Ship Nos. 10-5 and 10-6.
2. Said task shall include removal of the Freon Pack and shipment to Hamilton Standard for required modification. It is understood costs in connection with modification of the Packs shall be absorbed by Hamilton Standard.


D. H. Digges
for Director of Contracts

RLW:pj

Log No. 1408

SPECIAL ORDER/ORDR

SALES ORDER

Revised 10 July 1963
*Revised 5 July 1963

SOLD TO: General Information/Contract
San Diego 12, California

Date: 17 June 1963

Reference: (a) General Electric teletype 13 June
1963. W. R. Carroll to G. H. Zahra

S.O. No: 600-0-60

W.O. No: 31734

UPDATING OF ENGINES
990 AIRCRAFT 30-10-5 AND 30-10-6

(1) The General Electric CJ-805-23B engines presently installed or to be installed in Production Aircraft 30-10-5 and 30-10-6 are subject to updating by incorporation of certain service bulletins together with teardown and inspection of status of preservation in order to qualify these engines for manufacturers warranty and for general airworthiness condition. Such updating and inspection work must be accomplished prior to delivery of either of the aircraft to prospective customers. Costs and schedule for this work has been quoted by GE under Reference (a).

(2) Material Department is hereby authorized to issue (immediate go-ahead required) to GE procurement coverage for the modification updating and inspection of the following engines substantially called out in Reference (a):

414-140

414-169

-167

-129

cc//4// 122

-163

-128

-153

(3) Field Operations, Dept. 171, is hereby authorized to remove from the aircraft and prepare for shipment the above engines which will be updated at the GE Ontario, California plant. Redelivery of the eight (8) engines has been scheduled by GE as one each 12 and 13 August and one each 5, 6, 12, 13, 19, and 20 September 1963 provided the eight engines are delivered to Ontario on or before 1 July 1963.

(4) Costs in connection with this authorization are to be referred to the above Sales Order and Work Order numbers for purposes of identification.

*(5) Updating of CSD units to be installed in 990 Aircraft Nos. 5 & 6 is hereby authorized.

1240-1287

To add Para. (5).

Revised to correct engine no.

D. H. Digges
Director of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics Corporation
1 Rockefeller Plaza
New York 20, New York

Date: 18 April 1963

S. O. # 600-0-59

Reference: (a) Telecon, K.C. Gordon and
R. L. Wintringer, 17 April '63

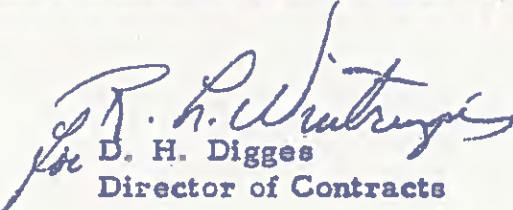
Account # 382-0

PREPARATION OF PARTS LIST REQUIREMENTS
990 Ship No. 10-2

1. In accordance with Reference (a), this Sales Order authorizes the Division Planning Department - J. Williams - to coordinate the preparation of a detail and major parts list required to identify the complete 990, 30-5 Bill of Material for Ship No. 10-2. It shall be assumed the subject Parts List requirement is to be the same as the Bill of Material on Ship 10-37 prior to Garuda changes.
2. Expenditures under this Sales Order are not to exceed \$3,000 and shall be charged to Account No. 382-0.
3. Data shall be completed no later than 1 May 1963.

Log No. 797

RLW:pj


D. H. Digges
Director of Contracts

Revised: 12 April 1963

reference: (a) Memorandum to the Director, General Electric, dated 21 March 1963, from W. R. Bruce, Jr., Director, General Electric, dated 21 March 1963.

*(b) Memo, W. R. Bruce to D. H. Digges, 26 March 1963

****(d) Cable 5 Aug. Dr. Yap to Thalekdjoe

******(e) Memo, E. R. Hockett to C. J. Dutton, 28 August 1963

STATEMENT OF WORKS TO GENERAL ELECTRIC FOR INSTALLATION

- (1) In order to implement the installation planned in Reference (a) discussion, installation and spare engines for use by the Republic of Indonesia will require updating to re-establish warranty on the engines by the General Electric Company: certain service bulletins are to be incorporated to re-establish said warranty.
- (2) All concerned are hereby authorized to prepare for shipment to General Electric, Ontario, California, the following 12-000 HP engines:

INSTALLATION SERIALS

(10-3)	156	212	***	*****414-185
	157			414-212
	158	194	***	414-193
	159	154	***	414-154
(10-4)	166			414-166
	167	194	***	414-174
	168			414-192
	169	156	***	414-157
(10-17)	187			414-180
	188			414-187
	189			414-156
	190			414-182

Spare ENGINE

152	***	*****414-152
153	***	414-145
154	***	414-213
155	***	414-201
156	***	414-159
157	***	414-194
158	***	414-217
159	***	414-210
160	***	414-210
161	***	414-217

- (3) General Electric is to determine the identity of service bulletins required in connection with this authorization and Material Department is requested to obtain a firm list of such service bulletins and advise Contracts accordingly.
- (4) Shipment of the above engines is to be made in accordance with instructions issued by Material Department.
- *(5) Pursuant to Reference (b) and information received from ROE, only six (6) of the spare engines are to be updated under this authorization pending issuance of further instructions.

CJD:ed

Log No. 540 759 277 152-1481580-EE PAGE TWO

Revised to add Ref. (b), delete two spare engine numbers and add Para. (5).
*****Revised engine serial numbers.

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair

Date: 7 August 1963

S. O. # 600-0-58

W. O. # 31,000 Series

Page 2

- (6) Reference (d) requests four additional -23B spare engines for use by Garuda Indonesian Airways in connection with the three purchased 990 aircraft by the Republic of Indonesia. Accordingly, and as indicated under Paragraph (2) above, it is requested Material Department make the necessary arrangements with General Electric for shipment to Ontario of engines 414-210 and 414-217 required for the necessary Service Bulletin and updating work in order that the normal warranties can be obtained from GE. As noted under Paragraph (2) above, the other two spare engines (414-193 and 414-159) to be shipped to GIA under Reference (d) Purchase Order have previously received necessary updating and are presently designated as stand-by engines and which will require only the work in connection with obtaining GE warranty.

***Revised 8-7 to add para. (6) and change Para. (2) and add Ref. (d).

Approved 16 August 1963 by [illegible] [illegible]

** 15 August 1963

28 May 1963

General Order to Contract
San Diego, California
Date: 11 February 1963
S.O. No. 600-0-57
W.O. No. 31,000 Series
(a) Conversation of J. H. Famme to
Roger Lewis, Feb. 1963
(b) Telecom. to Mr. Meader,
London, December 17 Feb. 1963
(c) J. H. Famme meeting with Roger Lewis
28 May 1963
(d) J. H. Famme Staff Meeting 14 Aug. 1963

990 AIRCRAFT Nos. 10-5 AND 10-6
SECUREMENT OF SWISSAIR DRAG REDUCTION KITS

1. This Sales Order authorizes Production and Material Departments to procure and manufacture complete Swissair drag reduction kits for 990 aircraft Nos. 10-5 and 10-6. Kits shall not be installed.

2. Installation of the kits and further authorization related to these aircraft shall be the subject of a revision to this Sales Order.

3. In accordance with Reference (a), this revision authorizes installation of Swissair Drag Reduction kits on 990 aircraft 10-5 and 10-6. This authorization specifically excludes any task associated with customer delivery preparation of subject aircraft.

JH:ls

*Revised 5-28 to add para. 3.

RLW:pj

Log No. 254-1122 1468

D. H. Digger
Director of Contracts

4. In accordance with Ref. (d) this revision authorizes departments concerned to proceed with the task necessary to obtain revenue certification (excluding exterior paint) on 990A aircraft Nos. 10-5 and 10-6.

*Revised 15 Aug. to add para. 4.

***Revised 29 May 1963

Revised 12 May 1963

GENERAL DYNAMICS/CONVAD

SALES ORDER

Sold to: General Dynamics/Convair
San Diego, Calif.

*Revised 14 February 1963

Date: 11 February 1963

Reference: (1) Presentation C. L. Meador to
Roger 11 Feb. -63
(2) Telecon Messrs. Meador,
Famme, Digges on 11 Feb. '63
*** (3) Sales Order 600-10-1

S. C. # 600-10-36

W. C. # 31,000 Series

30,000 Series

880/880 AIRCRAFT - 880 #1, 10-1 and 10-2

1. This Sales Order authorizes all departments to accomplish work necessary to place 880 #1, 10-1 and 10-2 aircraft in a "one time" flight status configuration.

*** Task shall include ~~inspection of aircraft for flight safety items, cannibalization, type of registration, removal, repair and replacement of items required for one flight only.~~ inspection of aircraft for flight safety items, cannibalization, type of registration, removal, repair and replacement of items required for one flight only.

2. ~~As stated per Reference (1) to remove authorization relative to aircraft 10-1 and 10-2 which are being handled under Reference (2).~~

5/1/63


D. H. Digges
Director of Contracts

 *Revised 3-14 to add W.O. No.

For file ~~add~~ 400-978-1037

 ***Revised 5/6 to add Ref. (2) and Para. 1.

***Revised 5/29 to make corrections in Para. 2.

*****CANCELLED AND SUPERSEDED BY SALES ORDER 600-9-1
(The Government of the Republic of Indonesia)**

Revised 28 February 1963

Revised 14 February 1963

Revised 13 February 1963

Revised 14 February 1963

*****Revised 8 March 1963**

(c) **Falcon Messrs. Meador, Digges
and Wintringer 28 Feb. 1963**

July 1963 - June 1963

July 1963

December 1963 September 1963

***for Aircraft Nos. 10-3 and 10-4 10 March 1963**

This authorization shall expire on 30 September 1963 unless extended by
the Government of the Republic of Indonesia. The authorization for Aircraft No. 10-37 is unlimited.

~~100-199~~ 1486 552

Revised to amend Paragraph 3. *Dril*

Revised to change schedule. *2/11/63*

Revised to change Para. 3.

*****Revised to cancel.**

3/4/63

Cancelled 3-13-63 - replaced
by Garuda Minutes #501 (30-5)

No. 22
Model 30-10

23 January 1963

Revised 12 February 1963

GENERAL (BASIC) MINUTES

Subject: Authorized Configuration Nos. 30-10-3, -4, and -37

Reference: (a) Sales Order 600-0-53
(b) Sales Order 600-0-54
(c) Sales Order 600-0-55

- and (c)
1. Reference (a) and (b) authorize continuation of work related to incorporating the Swissair drag configuration on subject airplanes. This authorization expires with respect to 30-10-3, and -4 on and -37 on 23 February 1963. The authorization for 30-10-3 is to proceed.
 2. Engineering is authorized to expend up to \$4200 as required to support this effort which includes liaison and effort required to reschedule certain COM's accomplished on 10-37 as identified by the Change Board for accomplishment on 10-3 and 10-4.

ACTION: Engineering is hereby authorized to proceed per (2) above, as set forth


A. J. Savard
880/990 Program Manager

3. These airplanes are to be completed in the AA configuration except for the drag configuration defined above, the installation of CJ805-23B engines, and deletion of the preloaded cargo provisions and containers, and nose wheel well ballast. The latter item requires removal of the ballast now installed in 10-#37.

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics /Convair
San Diego, California

Date: *11 February 1963
18 January 1963

Reference: (a) Sales Order 600-0-52
(b) Sales Order 600-0-53

S. O. No.: 600-0-54
W. O. No.: 31,000 Series

990 AIRCRAFT 10-37
INCORPORATION OF SWISSAIR DRAG REDUCTION
CONFIGURATION

1. This Sales Order authorizes continuation of work related to the installation of the Swissair drag reduction configuration on aircraft Serial No. 10-37.
2. This authorization covers only the modification described in paragraph 1. above and applies only to ship 10-37. Continuation of drag reduction modification on 10-3 previously authorized under reference (a) Sales Order is now authorized under the terms and conditions outlined in reference (b) Sales Order.
3. This Sales Order cancels and supersedes reference (a) Sales Order.

RLW:ls

cc: D. H. Digges

JH *Cancelled and superseded by S. O. 600-0-55.

Log No. ~~381~~ 383

D. H. Digges
D. H. Digges
Director of Contracts

~~W/E - July 1963 to 1228~~No. 22
Model 30-1023 January 1963
Revised 12 February 1963
Revised 1 March 1963

GENERAL (BASIC) MINUTES


Subject: Authorized Configuration Nos. 30-10-3, -4, and -37

Reference: (a) Sales Order 600-0-53
(b) Sales Order 600-0-54
(c) Sales Order 600-0-55 Revised 28 February 1963

- and (c)
1. Reference (a) ~~and~~ (b)/authorize continuation of work related to incorporating the Swissair drag configuration on subject airplanes. This authorization expires with respect to 30-10-3, and -4 on ~~and -37 on~~ 2 February 1963 ~~on 8 March 1963. The authorization for 30-10-37 is~~ ^{unlimited.} ~~proceed~~
 2. Engineering is authorized to ~~expend up to \$1800~~ as required to support this effort which includes liaison and effort required to reschedule certain COR's accomplished on 10-37 as identified by the Change Board ~~r accomplishment~~ on 10-3 and 10-4.

as set forth

ACTION: Engineering is hereby authorized to proceed per-(2) above.


 A. J. Savard
 880/990 Program Manager

3. These airplanes are to be completed in the AA configuration except for the drag configuration defined above, the installation of CJ805-23B engines, and deletion of the preloaded cargo provisions and containers, and nose wheel well ballast. The latter item requires removal of the ballast now installed in 10-#37.

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego, California

Date: *11 February 1963
18 January 1963

S. O. No.: 600-0-53

Reference: (a) Telcon J. H. Famme to
D. H. Digges 18 January 1963 W. O. No.: 31,000 Series
(b) Sales Order 600-0-52
dated 12 December 1962,
revised 16 January 1963

990 AIRCRAFT 10-3 AND 10-4
CONTINUATION OF WORK

1. In accordance with instructions received during the reference (a) telephone conversation, this Sales Order authorizes the factory, including tooling, to continue work related to the Swissair drag reduction configuration and associated tasks on 990 aircraft 10-3 and 10-4 under the limitations outlined in paragraph 2. below.
2. Factory labor including tooling and inspection shall not exceed a total amount of \$102,225, of which \$4,800 shall apply to the necessary engineering support.
3. This authorization shall expire 2 February 1963 unless extended by revision to this sales order.
4. This Sales Order cancels and supersedes reference (b) Sales Order 600-0-52.

RLW/ls

cc: D. H. Digges

*Cancelled and superseded by S. O. 600-0-55.


D. H. Digges
Director of Contracts

Log No. ~~332~~ 382

~~Cancelled~~ 18 January 1963

~~Revised~~ 3 January 1963

~~1. Telcom, E. L. McDonald, V. Carruto
and C. J. Dutton, 1/3/63.~~

~~the factory, including tooling~~

~~tooling.~~

~~; together with necessary~~

~~\$22,500.~~

~~*3. This authorization expires as of the close of business 31 January 1963.~~

337

----- 249

~~Revised to add Ref. (b) and Para. 3 and to make changes in Para. 1 and 2.~~

~~Superseded by Sales Orders 600-0-53 and 600-0-54.~~

Sold to General Dynamics/Convair
San Diego 12, California

W. E. Fitzsimmons
Date: 30 November 1962 6-1228

S.O. No: 600-0-51

Reference: (a) Telecon between C. L. Meador/
D. H. Digges and B. J. Simons/
James McDonald on 11-30-62

Acct. No. 6032
Dept. 2-5

- 1) The Engineering Department, and such other departments as may be requested by Engineering to assist, are authorized to prepare Aircraft No. N-5602G (Aircraft 10-2) for flight from San Diego, California to Mexico City to Bogota, Colombia to Sao Paulo, Brazil at the earliest possible time but not later than 10 December 1962.
- 2) The purpose of the flight is to demonstrate flight qualities of the aircraft to Varig and no Varig pilot training or familiarization will be conducted.
- 3) Flight hours not exceeding 25 are approved for this purpose and total cost not exceeding \$75,000 are authorized pursuant to Reference (a). The elements comprising the \$75,000 estimate include, but are not necessarily limited to the following:

Preparation	\$ 9,000
Flight (25 hours at \$2,000)	50,000
Personnel	11,000
Reports	2,450
Miscellaneous	2,550
	<hr/>
	\$ 75,000

- 4) Upon completion of the demonstrations to Varig, the aircraft will return by the shortest available route to San Diego.
- 5) Requests by Varig for demonstrations, reports, etc. in addition to that encompassed by this sales order will be the subject of further consideration and authorization.
- 6) Convair participants in this demonstration are limited to personnel within the following classifications:
 1. Those connected with demonstration of the aircraft.
 2. Sale of aircraft.
 3. Flight personnel.

DHD:mh

Log No. 3141

D. H. Digges
D. H. Digges
Manager of Contracts

GENERAL DYNAMICS/CONVAJ

SALES ORDER

Sold to:	General Electric Japan, Aircraft Gas Turbine Division Cincinnati 17, Ohio	*Revised: Date:	2 January 1963 31 October 1962
References:	(a) Memo, A. J. Savard to W. J. Martin, dated 19 October 1962 *(b) Memo, A. J. Savard to W. J. Martin, 14 November 1962 *(c) Telecom, R. Mallison/C. J. Dutton, 12/27/62	W. J. Dutton 11/13	600-0-1 11/13

SCOPE OF LIMITED CYCLE LIMITATION FOR AIRLINES
30-10-1 30-10-2 and 30-10-3

- (1) This sales order authorizes departments concerned to proceed with the engine inspection on those engines outlined in the referenced memoranda.
- (2) The engines are to be further limited to the cycles as noted in the referenced ~~Memoranda~~ Memoranda (a) and (b).
- (3) All costs in connection with the foregoing authorization shall be charged to General Electric, performing the above Work Order.

100-100

100-100

*Revised to add Ref. (b) and (c).

J. E. Dutton
 Senior Director of Contracts

7 November 1962

(c) General Electric letter to ID/Convair dated 10/30/62

Revised to add ref (c), para. (3)
and amend para. (2)

BASIC MINUTES

No. 21

Model 30-0

~~-30-October-1962-~~

Revised 8 November 1962

- Reference (a) S.O. 600-0-49, dated 30 October 1962 (Revised 7 Nov. 1962)
(b) CPO 62-299, dated 25 October 1962 (Revised 31 Oct. 1962)

TEST FOR ACCELERATION HANG-UP PROBLEMS -ENGINE SERIAL No. 414-104

Authorization has been received, as evidenced by Reference (a) to proceed with the instrumentation and ground testing to determine the cause of acceleration hang-ups previously encountered on Engine SN #414-104 installed on Aircraft N-5602.

ACTION: All concerned are authorized to proceed as specifically defined in Reference (b).


A. J. Savard
Model 990 Project Engineer

AJS:GFT:lmc

RECEIVED

DEC 10 '62

DATA &
PROCEDURES
ADMIN.

RECEIVED

NOV 9 '62

DATA &
PROCEDURES
ADMIN.

GENERAL DYNAMICS/CONVAIRSALES ORDER

Sold to: General Electric Company
Aircraft Gas Turbine Division
Cincinnati 15, Ohio

Date: 30 July 1962

S.O. No: 600-0-48

Reference: (a) General Electric Wire,
J.N. Orman to F. Monsees,
dated 26 Sept. 1961

(b) Memo, R. Mellison to C. J.
Dutton, 20 July 1962

W.O. No: 31,000 Series

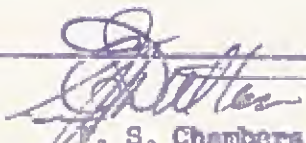
ALTITUDE FLIGHT TEST COST - CJ805-23/-23BTERMS

- (1) The General Electric Company, by Reference (a) wire, agreed to participate in the altitude flight test costs generated in connection with the flight test of the Model 990 aircraft to the extent of \$125,000 or fifty percent (50%) of actual costs, whichever were lower.
- (2) The Flight Test Program has been completed, costs have been accumulated and, accordingly, billing to the General Electric Company is now in order.
- (3) ACCOUNTING DEPARTMENT ONLY

It is requested that an invoice in the amount of \$125,000 be originated and forwarded to General Electric in connection with the cost reimbursement agreed upon per Reference (a) wire.

CJD:ed

Log No. 1562


F. S. Chambers
Manager of Contracts

Revised: 6 July 1962

6032

REVISIONS TO FORM 100-100

1. The following information is for the use of the
personnel of the Department of Defense and is to be
controlled (7-12) and is to be in a form not in
any other form.

2. The following information is for the use of the
personnel of the Department of Defense and is to be
controlled (7-12) and is to be in a form not in
any other form.

1457

*Revised to delete AWO No.
and to amend Acct No.

[Signature]
J. F. Chambers
Director, J. C. [illegible]

GENERAL DYNAMICS/CONVAIR

Sales Order

*Revised: 20 December 1962

Sold to: General Dynamics/Convair
San Diego 12 California

Date 1 June 1962

S.O. No. 600-0-11

W.O. No. 34,000 Series

MODIFICATION OF VARIG 990 AIRCRAFT

This Sales Order authorizes the design, release and installation of the A/L
drag improvement modifications in the three VARIG 990 aircraft.
Production Nos. 13, 19 and 20

* THIS SALES ORDER CANCELLED AND SUPERSEDED BY S.O. 600-8-73.

F M/11

Log No. 3246

F. S. Chambers
Manager of Contract

*Revised to cancel 12/20/62.

GENERAL DYNAMICS/CONVAIR

1 November 1962

V. Mathews

6-122

To: Distribution
From: A. J. Savard
Subject: Model 30A-8 VARIG - Unusable Fuel Quantities
Reference: (a) Sales Order #600-0-46

Reference (a) Sales Order directed that the VARIG aircraft be modified into the American Airlines aerodynamic configuration. Because of a range/payload requirement and also for purposes of standardization, it has been decided to use the Swissair 30A-6 unusable fuel quantities for the VARIG modified aircraft.

Consequently all concerned are hereby directed to take such action as is necessary to accomplish a change in unusable fuel quantities for the 30A-8 aircraft to the quantities used in the Swissair 30A-6.



A. J. Savard
Model 990 Project Engineer

AJS:JCS:lmc

cc: B. J. Simons
L. E. Ottem
R. E. Strayer
R. L. Benson
R. L. Runnalls
W. Mitchell
W. T. Dorrance
A. C. Truex
J. C. Sproat
J. D. Donaldson
VARIG Out
PO Out
H. W. Callihan

RECEIVED

NOV 5 '62

DATA &
PROCEDURES
ADMIN.

W. E. Fitzsimons 6-122B

REAL/VARIG MINUTES

5 June 1962

Revised 17 July 1962


Model 30-8

No. 55

Reference: (a) Sales Order 600-0-46, dated 1 June 1962

MODIFICATION OF VARIG 990 AIRCRAFT - SPEED
IMPROVEMENT KIT INSTALLATION

These minutes authorize all concerned to take such action as is necessary to design and release the American Airlines speed improvement modification for installation on the three VARIG 990 aircraft. Remove (do not install) the four (4) forward pylon fairings in accordance with AAL Minutes dated 16 July 1962.


A. J. Savard
Project Engineer

Sold to: General Electric Company
Aircraft Gas Turbine Division
Cincinnati 15, Ohio

*Revised: 18 July 1962
Date: 23 April 1962

S.O. No: 600-0-45

Reference: (a) Verbal request, J. Freeman,
23 April 1962

W.O. No: 31,706

(b) Memo - R. Mellison to C. Dutton
dated 13 July 1962

ENGINE CHANGE

- (1) General Electric CJ 805-23 engine No. 175-239, installed on Production Airplane No. 30-10-29, is to be removed because of malfunction.
- (2) This Sales Order authorizes affected departments to accomplish the work necessary to make the engine change.
- (3) ~~The Convaair costs in connection with this Sales Order are to be recovered from General Electric, and the above W.O. No. 31,706 has been assigned for accumulation of said costs.~~

Per mutual agreement (Reference (b)) there shall be no billing to General Electric since the engine tested "OK".

RP:mn
*Revised to add Ref. (b) and change Para. (3)
Log No. 1493


F. S. Chambers
Manager of Contracts

Sold to: General Dynamics/Convair
San Diego 12, California

*Revised Date: 25 April 1962
6 April 1962

S. O. No: 600-0-44
880-0-274

W. O. No: See Para. (5)

UNSOLD MODEL 22M AND MODEL 30 AIRCRAFT

- (1) This Sales Order authorizes the release of engineering required to complete the manufacture of Model 22M aircraft, Production No. 37, in accordance with Detail Specification Report ~~XXXXXXXX~~ as amended by Addendum No. ~~XX~~ VI ~~XXXXXX~~ Revision 2. ZD-22-325
- (2) Departments concerned are authorized to implement the necessary action required to determine the open task to complete the manufacture and certificate Model 22M aircraft, Production Nos. 37, 46, 48 and 49, and Model 30 aircraft, Production Nos. 5 and 6, to the Swissair configuration.
- (3) Departments concerned are authorized to manufacture and procure shortage items reflected by the review conducted pursuant to paragraph (2).
- (4) Authorization hereunder is limited to the activity described in paragraphs (1), (2) and (3), and no further work is to be performed pending revision to this Sales Order.
- (5) Costs incurred in connection with this Sales Order are to be charged as follows:

<u>Model</u>	<u>Production No.</u>	<u>Work Order No.</u>
22M	37	30337
22M	46	30346
22M	48	30348
22M	49	30349
30	5	31305
30	6	31306

ELM/lr

Fig No. 912

APPROVED BY:

F. S. Chambers
F. S. Chambers
Manager of Contracts

R. A. Neele
R. A. Neele

* Revised to Change Report number.

H. Brown

6-122B

BASIC MINUTES

MODEL 30

No. 20

12 April 1962

Reference: Sales Order 600-0-144 dated 6 April 1962

UNSOLD MODEL 22M AND MODEL 30 A/C

These minutes authorize all concerned to implement action as necessary in order to determine any open task that may exist to complete the manufacture and certification of Model 30 aircraft production #5 and #6 to the Swissair configuration.

A. J. Savard
A. J. Savard
Project Engineer

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 4 April 1962

Reference: (a) Verbal instructions - R. A. Neale
to E. L. McDonald, 3 April 1962

S.O. No: 600-0-43

W.O. No: 31, 718

CONVAIR 990 STATIC DISPLAY

- (1) Pursuant to Reference (a) this Sales Order authorizes static display of Convair 990 aircraft Production No. 25 at Miramar Naval Air Station during the weekend of 7-8 April.
- (2) It is anticipated that the aircraft will terminate a production shake down flight at Miramar on the afternoon of 7 April, no later than 6:00 p.m. and will return from Miramar on the morning of 9 April.
- (3) The Naval Air Station will provide security guards for the aircraft throughout the weekend.

ELM/lt

Log No. 785


F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 27 February 1962

Reference: (a) CPO 60-331-7, Revision
dated 15 December 1961
(b) S.O. No. 600-0-35

S.O. No: 600-0-42

W.O. No: 34,708

DRAG REDUCTION PROGRAM - POD AND THRUST REVERSER CHANGES

- (1) As a part of the development program for General Electric redesign of the 7HTR30 thrust reverser to the 990 drag reduction configuration, the above referenced revision to CPO 60-331-7 requires additional Convair support as set forth and scheduled therein.
- (2) This Sales Order authorizes affected departments to accomplish the above described added task and charge this work to the above work order number.
- (3) COR 30-25302 and Test Stand No. 30-98-12 have been assigned to this program.

RP: mm

Log No. 550


F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Electric Company
Aircraft Gas Turbine Division
Cincinnati 15, Ohio

Date: 20 February 1962

S.O. No: 600-0-41

Reference: (a) Verbal request, Kraus/Parsons,
19 February 1962

W.O. No: 31,725

THRUST REVERSER LINKAGE - MODIFICATION OF

- (1) General Electric CJ 805-23 engine No. 201, installed on Production Airplane No. 30-10-25, requires installation of updated aft beam reverser mount linkage prior to delivery.
- (2) This Sales Order authorizes affected departments to accomplish the work necessary to make the engine and reverser available to General Electric for accomplishment of this change.
- (3) The Convair costs in connection with this Sales Order are to be recovered from General Electric, and the above W. O. No. 31,725 has been assigned for accumulation of said costs.


RP: 

Log No. 514


F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, Calif.

Date: 12 December 1961

S. O. No. 600-0-39

AWO No. 141-4

Acct. No. 1103-2

DEMONSTRATION FLIGHTS - SWISSAIR AND SAS

1. This Sales Order authorizes a demonstration flight for Swissair and SAS personnel on 12 December 1961. Said demonstration will be conducted on 990 N-8485-H, 30-6-2.

2. Any costs incurred in connection with this demonstration flight are to be charged to the account number referred to above.

Log No. 3303

F. S. Chambers
F. S. Chambers
Manager of Contracts

FSC:pj

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 30 November 1961

S.O. No: 600-0-38

W.O. No: 31,743

DETERMINATION OF ENGINE STORAGE COSTS

- (1) General Electric has requested return of engine-shipping containers to Evendale, Ohio in order to continue shipment of engines to General Dynamics/Convair. In order to do this twenty-nine (29) CJ 805-23 engines presently stored at Rose Canyon in containers are to be shipped to the Plant I Steelyard where they will be removed from the containers and stored in a vertical position. Necessary preservative measures and protection under plastic covers (General Electric furnished) will be required.
- (2) This Sales Order is issued for the purpose of accumulating costs incurred in connection therewith, which costs are to be negotiated with General Electric.

RP:mas

Log No. 3222


F. S. Chambers
Manager of Contracts

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 17 November 1961

SO No: 600-0-37

AWO No: 141-4


Acct No: 1103-2

DEMONSTRATION FLIGHTS - AAL AND SWR

- (1) Certain demonstration flights were programmed for Model 30 customers in connection with the drag improvement fixes. As a result of the flights on aircraft incorporating boiler plate, customers requested additional flights on unmodified Model 30 aircraft in order to establish reference points for comparison with the characteristics noted on the boiler plated aircraft.
- (2) This sales order, therefore, authorizes the following three additional demonstrations as indicated above:
 - a) Down spring demonstration flight with American Airlines using Aircraft 30-10-1.
 - b) Basic Model 30 stall characteristics demonstrated for American Airlines on Aircraft 30-10-4.
 - c) Basic Model 30 stall characteristics demonstrated for Swissair on Aircraft 30-10-4.
- (3) Additional costs in connection with this authorization are to be charged to the work order and account number referred to above.

CJD:nh

Log No. 3121


F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER


Sold to: General Electric Company Date: 16 November 1961
Aircraft Gas Turbine Division
Cincinnati 15, Ohio SO No: 600-0-36

Reference: (a) Memo Mellison to McDonald WO No: 31,715 Series
dated 16 November 1961

SHIPMENT OF EIGHTEEN (18) -23B ENGINES TO GENERAL ELECTRIC
ONTARIO, CALIFORNIA FOR MODIFICATION

- (1) Pursuant to reference (a) memo, Mellison to McDonald, dated 16 November 1961, this sales order authorizes the return of 18, 23B engines now on hand at Convair to GE Facility at Ontario, for correction of compressor rear frame. The status of the 18 engines is as follows:
- 10 in containers
2 in build-up
6 installed in airplanes as follows:
- Engine 124 and 148 in 10/11
Engine 116 and 119 in 10/19
Engine 122 and 115 in 10/20
- (2) The engines will be picked up at Convair by GE and returned to Convair after the modifications have been completed at Ontario.
- (3) Those departments concerned are authorized to prepare the engines for pick up by GE and to accomplish the necessary work occasioned thereby, together with the receiving and other activities in connection with handling the engines upon return from Ontario.
- (4) Costs in connection with this sales order are to be billed to the General Electric Company and costs accumulated in connection with work authorized hereunder, are to reference this sales order and work order, for purposes of identification.

ELM:el
Log No 3118


F. S. Chambers
Manager of Contracts

Sold to: General Dynamics / Convair
Van Nuys 12, California

Revised: 28 November 1961
Date: 20 November 1961
Worked: 21 November 1961
SO No: 600-C-35

Reference: (a) J. H. Farns staff meeting,
20 November 1961
(b) Telecon, Calhoun-McDonald,
27 November 1961
(c) Telecon, J. H. Farns / J. H. Farns,
21 Dec. 1961

W. H.: 11/9/61 Series
31,000

MODEL 30 AIRCRAFT - INCORPORATION OF DRAG IMPROVEMENT FIXES

- (1) In accordance with decisions of Reference (a) meeting, this sales order authorizes design, release and manufacturing of the following drag improvement items for modification of all Model 30 aircraft:
 - a) Leading edge full span Krueger flap, including hydraulic actuation and sequencing of present inboard Krueger.
 - b) Revised fillet.
 - c) Pod tail cone (fairing) - Convair version.
- (2) Also authorized is a continuation of coordination with General Electric - G.E. in connection with the G.E. version of the pod-fairing. ~~Continued~~ - activity terminated approximately 15 Dec. 1961.
- (3) All planned work on the undrooped leading edge per authority of this sales order is hereby to be stopped and all boiler plate tools, etc. are to be stored pending issuance of further authorization; this includes parts.

CJD:ah

Log No. 3408

Revised to change H.O. No. and add Ref. (b).

[Signature]
S. Castore
Manager of Operations

[Signature]

Brown
6142

BASIC MINUTES

22 November 1961

No. 19

Model 30 all

Reference: Sales Order 600-0-35 dated 11-20-61

INCORPORATION OF DRAG IMPROVEMENT

FIXES - MODEL 30 A/C

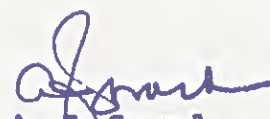
In accordance with decisions of J. H. Farns staff meeting on 20 November 1961, the above referenced Sales Order authorizes design, release and manufacturing of the following drag improvement items for modification of all Model 30 aircraft:

- a) Leading edge full span Krueger flap.
- b) Revised fillet.
- c) Pod tail cone (fairing) - Convair version.

Also authorized is a continuation of coordination with G.E. in connection with the G.E. version of the pod fairing.

All planned work on the undrooped slatted leading edge, per authority of these minutes, is hereby to be stopped and all boiler plate tools, etc., are to be stored pending issuance of further authorization. This includes parts and drawings.

ACTION: All groups affected are authorized to proceed with necessary action to comply with the above requirements.


A. J. Savard
Project Engineer

GENERAL DYNAMICS/CONVAIRSALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 20 October 1961

SO No: 600-0-34

WO No: 31,715.


DETERMINATION OF ACTUAL ENGINE CHANGE COSTS

W.O. NO. 31,715

This Sales Order is issued to provide a means of accumulating actual costs for installing CJ805-23B engines in lieu of CJ805-23 engines now installed in certain aircraft. Accordingly all costs associated with removal of four engines from production airplane 10-8 and installation of same in aircraft 10-18 are to be charged to the above Work Order number.

RP:bo

Log No. N2970


F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIRSALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Reference: (a) Telephone conversation between
Don Germeraad and C.J.Dutton
18 Oct. 1961

Date: 18 October 1961

SO No: 600-0-33

AWO No: 141-4

Acct No: 1103-2

DEMONSTRATION FLIGHT(S) - SWISSAIR

- (1) This Sales Order authorizes the presence of Captain Hugo Miser and Mr. Tom Lauber aboard Model 30 aircraft for purposes of 990 evaluation between the period of 20 October 1961 and 25 October 1961, the exact scheduling of such flight or flights to be advised later in accordance with Reference (a) arrangements.
- (2) Any additional costs in connection with this authorization are to be charged to the work order and account number referred to above.

CJD:mh

Log No. 2965


F. S. Chambers
Manager of Contracts

Sold to: General Dynamics/Convair
San Diego 12, California

*Revised: 7 November 1962
Date: 11 October 1961

S.O. No: 600-5-32

W.O. No: 31,000 S-1

MANUFACTURE OF FIVE (5) MODEL 30 AIRCRAFT

- (1) This sales order, together with Sales Order 600-5-241, supersedes and cancels Sales Order 600-5-1 and is a continuation of the authority contained therein with respect to five (5) of the twenty-five (25) aircraft being manufactured thereunder.
- (2) All departments concerned are authorized to continue with the manufacture of five (5) Model 30 aircraft in accordance with the American Airlines Detail Specification Report ZD-30-005 dated 29 July 1958, as revised thru Change Order No. 22, as supplemented by Exhibit A to the Purchase Agreement, as it may be further amended by subsequent change orders to the American Airlines specification and further including all other changes not covered by change order which may be incorporated in the American Airlines' airplanes, **except engines which shall be 'k' spec. in lieu of 'o' spec.**
- (3) The engines for the five (5) aircraft authorized hereunder will be furnished by Convair. All other items of equipment in the specification which are specified as customer furnished will be Convair furnished and will be obtained, to the extent that such equipment is available, from American Airlines pursuant to Article 4 of the Purchase Agreement.
- (4) Long Range Planning Department is requested to notify all concerned of the production numbers assigned to the above aircraft.

RECEIVED

NOV 16 '62

DATE &
PROCEDURES
ADMIN.

5121:ed

Log 30 ----- 3051

*Revised to add to para (2).

[Handwritten signature]
T. S. [unclear]
Manager of Convair

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: Convair
A Division of General
Dynamics Corporation
San Diego 12, California

Date: 6 October 1961

SO No: 600-0-30

WO No: 1102-2

DEMONSTRATION FLIGHT
AMERICAN AIRLINES

- (1) This Sales Order authorizes the presence of Glenn Brink, W. O. Owen and Al Neal aboard the shake down flight of Ship No. 4, 990 on 6 October 1961 to observe operation of the Sperry Flight Director.
of the
- (2) Any additional costs in connection with demonstration/Flight Director are to be charged to the account number referred to above.

RP:bo

Log No. 2884

Approved:

F. S. Chambers
F. S. Chambers
Manager of Contracts

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 3 August 1961

S. O. # 600-0-29

A. W. O. # 141-4

Acct. No. 1103-2

DEMONSTRATION FLIGHT - USAF

1. This Sales Order authorizes a demonstration flight for Major General Howell M. Estes, Jr., Assistant Deputy Chief of Staff-Operations, USAF Headquarters. Said demonstration flight is to be conducted in a Convair 990 Aircraft at 2:00 P. M. on 17 August 1961.

2. Any costs incurred in connection with this demonstration flight are to be charged to the account number referred to above.

ELM:pj

Log No. 2408

Approved:


R. C. Loomis


F. S. Chambers
Manager of Commercial Contracts

Sold to: General Electric Company
Aircraft Gas Turbine Division
Cincinnati 15, Ohio

Revised: 3 August 1961
Date: 27 July 1961
Revised: 17 November 1961
SO No: 600-0-25
WO No: 31,712

- Reference: (a) General Electric letter 25 July 1961,
R. J. Rodriguez to F. S. Chambers
(b) Meetings, between General Electric and
Convair personnel, 22 July and 27 July
1961
(c) General Electric letter 12 Oct. 1960,
C. B. Massey to C. A. Lynch
(d) General Electric Service
Instruction 23-72-39

MODEL 990 - GENERAL ELECTRIC ENGINE MOUNT REWORK

- (1) An engine mount failure was experienced during static testing of the CJ-605-23 front engine mount by General Electric Co. and as a result a program has been initiated to x-ray check all such mounts to detect flaws which could result in additional failures. The part on which the failure was noted is identified as 107R451G1. The part on which the failure was noted is identified as 107R451G1. The part on which the failure was noted is identified as 107R451G1.
- (2) A program was planned in Reference (b) for the inspection and rotation, as required, of the mounts pursuant to which engines now installed on Model 30 aircraft require removal and re-installation.
- (3) This Sales Order authorizes all concerned to proceed with removal preparation and after replacement as required of faulty engine mounts, the re-installation of engines now installed in the aircraft. In accordance with References (a) and (c), General Electric will support General Dynamics/Convair efforts in this program and will effect reimbursement for costs incurred. As established in Reference (b), no engineering is required in connection with this Sales Order and consequently none is authorized.
- (4) By a revision to this Sales Order, Accounting Department will be advised of the charges which are to be billed to General Electric Co. in connection with this authorization.

*follows and in addition, the comparable re-identified parts after rework are as indicated:

107R451G1	rework to	107R451G1R
108R804G2	" "	108R804G2R
108R804G3	" "	108R804G3
108R804G4	" "	108R804G6

3. The following is hereby authorized in accordance with the terms of the Sales Order of 27 July 1961 which indicated that the engine parts involved at the rate of \$125 per engine.

Log No. 3136
Revised to add last paragraph.

[Signature]
F. S. Chambers
Manager of Commercial Activities

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 23 June 1961

Reference: (a) R. C. Loomis direction dated
23 June 1961

S. O. # 600-0-27

W. O. # 31,000 Series

STATIC DISPLAY - CONVAIR 990 AIRCRAFT

1. This Sales Order authorizes the use of Convair Model 30-5-4 for static display at the Los Angeles International Airport on Sunday, 25 June 1961, in connection with the dedication of the new terminal at Los Angeles. The aircraft will land at Los Angeles during regular flight tests which will be conducted on the aircraft Sunday and will remain from approximately 1 o'clock until 5 o'clock P. M. whereupon it will return to San Diego.


F. S. Chambers
Manager of Commercial Contracts

EIM:pj

Log No. 2085

GENERAL DYNAMICS/CONVAIR

SALES ORDER

Sold to: General Dynamics/Convair
San Diego 12, California

Date: 16 June 1961

S. O. # 600-0-26
880-0-271

A. W. O. # 141-4
Acct. No. 1103-2

DEMONSTRATION FLIGHT - REAL AND DELTA

1. This Sales Order authorizes demonstration flights for executive personnel of REAL and Delta Airlines on Models 22M and 30 aircraft, for a total of three flights.
2. Any costs incurred in connection with these demonstration flights will be charged to the Account Number referred to above.

OK'd by
R.C. Loomis

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

Log No. 2014

/PJ

CONVAIR - SAN DIEGO

Sales Order

Sold to: Convair
A Division of General
Dynamics Corporation
San Diego 12, California

Date: 31 May 1961
SO No: 600-0-25
AWO No: 141-4
Acct No: 1103-2

DEMONSTRATION FLIGHT - 990
MEXICAN AIR UNION

- (1) This Sales Order authorizes a demonstration flight for Captain Thomas, Captain Mendez, and Captain Skodbo of Mexican Air Union, on 31 May 1961. Said demonstration flight shall not exceed one and one-half hours and shall be conducted on 990 flight test ship No. 1.
- (2) Any costs incurred in connection with this demonstration flight are to be charged to the account number referred to above.

RW
EP
RIM:hs

Log No. 1848

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

Revised 24 May 1961

PROPOSED AMENDMENT TO THE

... ..
... ..
... ..

100-2-11a 191

... ..
... ..

1859

IS 1, 100-2-11a

100-2-11a 191

Revised to amend para 1)

SALES ORDER - (REV. 10-1-58)

Sales Order

Sold to: General
Division of General
Dynamics Corporation
San Diego, 12, California

Revised: 13 May 1961

Order: 12 May 1961

SO No: ~~180-1-171~~ 600-0 23

AWO No: 141-1

Acct No: 1103-2

DEMONSTRATION FLIGHT
AMERICAN AIRLINES

- (1) This Sales Order authorizes a demonstration flight on Ship No. 4, 1961, on 13 May 1961 for the following American Airlines personnel; F. C. Wier, Vice President Technical Services; W. C. Lawrence, Vice President Engineering; F. W. Kolk, Assistant Vice President Research and Development; G. J. Brink, Director Aircraft Development; and W. K. Owen, Acceptance Pilot.
- (2) Any costs incurred in connection with this demonstration flight are to be charged to the account number referred to above.

Rev. to chg S.O. number.-EIM

J. S. Charters
J. S. Charters
Manager of Commercial Contracts

CONVAIR - San Diego

W. H. Brown
6-122
SALES ORDER

Sold to: Convair - A Division of
General Dynamics Corporation
San Diego 12, California

Date: 11 May 1961

Reference: (a) Memo, J.J. Alkazin to F. S.
Chambers, 8 May 1961
(b) CPO 61-100-1 dated
17 April 1961

S. O. # 600-0-22

W. O. # 31,634

MODIFICATION OF PROCEDURES TRAINER - MODEL 30

1. Pursuant to Reference (a) this Sales Order authorizes all departments concerned to proceed with the modification of the Model 30 Cockpit Procedures Trainer from the Swissair/SAS configuration to the American Airlines configuration with partial provisions for a REAL version. Changes required to accomplish this task are set out under Reference (b).

RECEIVED
MAY 12 '61
PROJECT
SPEC.
GROUP

Ing No. 1711

ELM:pj

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

W. J. Brown
6-122

*Revised: 18 April 1961

/////////
600-0-21
/////////
31-770

RECEIVED

APR 19 '61

PROJECT
SPEC.
GROUP

The following items have been requested for replacement of the existing equipment in the Central Electric Shop. The items are listed in the table below. All items are to be replaced with the same or better equipment as shown in the table.

Item No.	Quantity	Unit Price	Total Price
1	1	1.00	1.00
2	1	1.00	1.00
3	1	1.00	1.00
4	1	1.00	1.00
5	1	1.00	1.00
6	1	1.00	1.00
7	1	1.00	1.00
8	1	1.00	1.00
9	1	1.00	1.00
10	1	1.00	1.00
11	1	1.00	1.00
12	1	1.00	1.00
13	1	1.00	1.00
14	1	1.00	1.00
15	1	1.00	1.00
16	1	1.00	1.00
17	1	1.00	1.00
18	1	1.00	1.00
19	1	1.00	1.00
20	1	1.00	1.00
21	1	1.00	1.00
22	1	1.00	1.00
23	1	1.00	1.00
24	1	1.00	1.00
25	1	1.00	1.00
26	1	1.00	1.00
27	1	1.00	1.00
28	1	1.00	1.00
29	1	1.00	1.00
30	1	1.00	1.00
31	1	1.00	1.00
32	1	1.00	1.00
33	1	1.00	1.00
34	1	1.00	1.00
35	1	1.00	1.00
36	1	1.00	1.00
37	1	1.00	1.00
38	1	1.00	1.00
39	1	1.00	1.00
40	1	1.00	1.00
41	1	1.00	1.00
42	1	1.00	1.00
43	1	1.00	1.00
44	1	1.00	1.00
45	1	1.00	1.00
46	1	1.00	1.00
47	1	1.00	1.00
48	1	1.00	1.00
49	1	1.00	1.00
50	1	1.00	1.00

The above items are to be replaced with the same or better equipment as shown in the table. All items are to be replaced with the same or better equipment as shown in the table.

The above items are to be replaced with the same or better equipment as shown in the table. All items are to be replaced with the same or better equipment as shown in the table.

RSC
*Revised to cancel S.O. No. 600-0-263
and issue new S.A. No. 600-0-21 and new W.O. No.

P. J. Chambers
Manager of Commercial Contracts

CONVAIR-SD

SALES ORDER

Sold to: Convair, a Division of General Dynamics Corporation
San Diego 12, California

Date: 29 March 1961

SO No: 600-0-20

Reference: (a) Meeting between R. C. Loomis and J. J. Alkazin, 29 March 1961
(b) Sales Order 600-0-6 dated 2 June 1960

WO No: 31,000 Series

MANUFACTURE OF FIVE (5) MODEL 30 AIRCRAFT

- (1) This Sales Order cancels and supersedes Sales Order 600-0-6 (reference (b)) and authorizes all departments concerned to continue and complete the manufacture of five (5) Model 30 aircraft as described in Detail Specification Report No. 2D-30-010 dated 1 August 1958 through Revision 4 dated November 16, 1959 together with Addendum III as revised to reflect the current 30-6 configuration through Swissair Change Order No. 7.
- (2) Expenditures under this Sales Order are to be limited to those necessary to support the following delivery schedule:
- 1962
- | <u>March</u> | <u>April</u> | <u>June</u> |
|--------------|--------------|-------------|
| 2 | 2 | 1 |
- (3) Subsequent 30-6 changes approved by Swissair in change order form shall also be applicable to the five aircraft described above.
- (4) Division Estimating shall advise Commercial Contracts on the last day of each month accumulative expenditures including liabilities incurred on these particular aircraft.
- (5) This authorization is valid, without restriction, until revised or cancelled.

RLW:dh

Log No: 1389

R. P. Winteringer
for F. S. Chambers
Manager of Commercial Contracts

BASIC MINUTES

No. 16

11 April 1961

Reference (a) S. O. 600-0-20 dated 29 March 1961
(b) S. O. 600-0-6 dated 2 June 1960

MANUFACTURE OF FIVE (5) MODEL 30 AIRCRAFT

These minutes cancel and supersede Basic 600 Minutes #5 and authorize all concerned to continue and complete the five (5) Model 30 aircraft as described in Detail Specification Report No. 2D-30-010 dated 1 August 1958 through Revision 4 dated November 16, 1959, together with Addendum II as revised to reflect the current 30-6 configuration through Swissair Change Order No. 7

Expenditures under this Sales Order are to be limited to those necessary to support the following delivery schedule:

<u>1962</u>			
	<u>March</u>	<u>April</u>	<u>June</u>
	2	2	1

Subsequent 30-6 changes approved by Swissair in change order form shall also be applicable to the five aircraft described above. The model designation for these aircraft shall be 30-6 #10 through #14.

This authorization is valid, without restriction, until revised or cancelled.

ACTION: All concerned shall proceed as noted above.
Budget is to be allocated by Cost and Schedules on a month by month basis, based upon group requirements as reported by each Design Group from the previous month.


A. J. Savard
Project Engineer

Convair
A Division of General Dynamics
San Diego 12, California

Reference: (a) Request of R. C. Lewis,
2 March 1961

Date: 7 March 1961
Revised: 17 October 1961

SO No: 880-0-255
SO No: 600-0-17

SO No: 30,000 Series
SO No: 31,000 Series

FLIGHT TEST AIRCRAFT - ASSIGNMENT OF EXTERIOR MARKINGS

- (1) For purposes of clarification, listed below are exterior markings schemes as assigned to the Model 440-000-0000 (see drawing).

<u>Serial Version No.</u>	<u>Type of Markings</u>	<u>Authorization</u>	<u>Customer</u>
22-00-1	General Dynamics decorative scheme	S.O. 880-0-115	Convair
22-00-37	All white	S.O. 880-3-30	Convair
22-00-44	Corrosion protection		AACI
22-07-2	Alaska markings		Alaska
30-10-1	General Dynamics decorative scheme		AAL
30-10-2	White top and gray bottom	S.O. 600-0-10	AAL
30-10-3	No markings (proof load)		AAL
30-10-4	American Airlines markings	S.O. 600-5-158	AAL
30-10-5	Swissair markings	S.O. 600-0-14	SWR
30-10-6	General Dynamics decorative scheme		SWR
30-10-7	Swissair markings	S.O. 600-0-13	SWR

Custom color schemes will be incorporated after completion of assignment to the flight test program.

Rev. 2215

Revised to add last line to Para. (1).

F. S. Chambers
F. S. Chambers
Manager of Commercial Contracts

Revised 10/10/80
11/10/80 11/10/80

1. The purpose of this document is to provide a summary of the project's progress to date. The project has been completed on schedule and within budget. The results of the project are as follows:

2. The project has been completed on schedule and within budget. The results of the project are as follows:

3. The project has been completed on schedule and within budget. The results of the project are as follows:

4. The project has been completed on schedule and within budget. The results of the project are as follows:

5. The project has been completed on schedule and within budget. The results of the project are as follows:

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7. The project has been completed on schedule and within budget. The results of the project are as follows:

8. The project has been completed on schedule and within budget. The results of the project are as follows:

9. The project has been completed on schedule and within budget. The results of the project are as follows:

10. The project has been completed on schedule and within budget. The results of the project are as follows:

11. The project has been completed on schedule and within budget. The results of the project are as follows:

1961
March 17, 1961

REQUIREMENTS FOR THE PROPOSED

The following are the minimum requirements for the proposed system to be incorporated:

1. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
2. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
3. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
4. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
5. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
6. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
7. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
8. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
9. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.
10. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.

The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.

The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.

REQUIREMENTS FOR THE PROPOSED

The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer. The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.

The system shall be capable of operating in a stand-alone mode or in conjunction with a host computer.

CONVAIR - San Diego

SALES ORDER

Sold to: Convair
A Division of General Dynamics
San Diego

Date: 7 February 1961

Reference: (a) R. C. Sebold telephone call
to F. W. Davis dated
3 February 1961

S. O. # 600-0-15

W. O. # 31,000 Series


LOAN OF GROUND VIBRATOR

1. In accordance with the action described in Reference (a), the following is authorized:

- (a) A Ground Vibrator will be loaned to Convair, San Diego by Convair, Fort Worth to conduct additional shake tests on the 990 airplane.
- (b) Convair, San Diego will pay Fort Worth packaging and shipping costs, rental costs, and recalibration costs at the conclusion of the test by IDI.
- (c) Convair, San Diego will also reimburse Convair, Fort Worth for the expenses in connection with the loan of a technician who will provide consultation in the use of the equipment.

75C
FSC:pj

Log No. 702


D. H. Digges
Manager of Contracts

CONVAIR - San DiegoSALES ORDER

Sold to: Convair
A Division of General Dynamics Corporation
San Diego 12, California

Date: 2 February 1961

SO No: 600-0-14

Reference: (a) Sales Order 600-0-13
(b) Memo Ned Root to D.H. Digges
dated 1 February 1961

WO No: 31,000 Series

MODEL 30 - PAINTING OF AIRCRAFT 30-6-1 FOR FLIGHT TEST PROGRAM

- (1) Pursuant to the assignment contained in Reference (a), the first of the Swissair aircraft 30-6-1 (production S/N 30-10-5) is to be employed in connection with the flight test program for Model 30 aircraft. The customer has requested that this aircraft carry the Swissair markings as released for the 30-6 aircraft in order that advance publicity photographs may be obtained during the period when the airplane is in the flight test program.
- (2) In accordance with the statements contained in Reference (b) and in order to accommodate Swissair, all concerned are requested to proceed with the painting of subject aircraft in Swissair colors at the earliest possible date. It is intended by this authorization that the aircraft throughout the period of time when it is in the Model 30 certification flight test program will thus carry Swissair's colors, except that whatever protective coatings are deemed necessary will also be applied as a corrosion preventive.

Handwritten: 75C
CJD:mh

Log No. 648



For D. H. Digges
Manager of Contracts

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

BASIC MINUTES

NO. 14

17 March 1961

Reference (a) Sales Order 600-0-16 dated 16 March 1961, revised, 17 March 1961

MODEL 30 BASIC SALES SPECIFICATION

In accordance with the Division Manager's instructions and reference (a) Sales Order, these minutes authorize the immediate preparation and issuance of a Model 30 basic sales specification.

The specification shall be identical in configuration to the REAL Model 30-8 version as described in Specification ZD-30-008 through Change Order No. 5 with the exception of the following changes:

- a. Install a customer furnished ATC Transponder in lieu of provisions only. Provisions for a second unit shall be retained.
- b. Install a customer furnished flight data recorder in lieu of provisions only.
- c. Install Collins 51X-2 VHF navigation equipment in lieu of the 51R-4 equipment.
- d. Delete the REAL emergency overwater equipment including life rafts, vests, emergency transmitters, etc., however stowage provisions for this equipment shall be retained.
- e. Replace the REAL passenger seats with the Convair basic seat.
- f. Install a Model 30-5 coat compartment in lieu of Model 30-8 aft left hand number 5 buffet provisions.
- g. Delete the curtain and partition associated with the forward left hand crew rest area. The aft facing double seat shall be retained.
- h. Delete provisions for the forward left hand customer furnished buffet stowage unit.
- i. Delete the forward righthand and left hand movable coat compartments. This will necessitate the relocation of several portable oxygen bottles presently stored in these coat compartments.

In addition, the following Commercial Change Proposals recently approved by REAL shall be incorporated:

- CCP 12 - Spec. Admin. Change - Structural Design Speed Limit for Flap and Leading Edge Device Operation with Single Hyd. System Operating.
- CCP 13 - Spec. Admin. Change - Alternate Control Cable Material.
- CCP 17 - Spec. Admin. Change - Rev. to external service power system language.
- CCP 18 - Spec. Admin. Change - Clarification of interphone station locations.
- CCP 21 - Pilot and CoPilot Seats.
- CCP 22 - Mechanical Horizontal Stabilizer Motion Indicator, Installation of.
- CCP 24 - Spec. Admin. Change - Change Drip Sticks Calibration from pounds to inches.
- CCP 25 - Spec. Admin. Change - Revision to Lavatory Lighting Language and Correction to X-Band Antenna Part Number.

RECEIVED
MAR 23
PROJECT
SPEC.
GROUP

17 March 1961

OCP 26 - Spec. Admin. Change - Replace Flight Illustration and Change Cabin Thermometer from F. To C.

In addition, all reference to performance guarantees shall be deleted from the sales specification. A performance document will be referenced in lieu of the performance guarantees presently listed in the REAL specification. This document shall be completed and distributed on or before 15 June 1961.

ACTION: Engineering shall proceed with the following tasks:

1. Preparation of a Specification as outlined above.
2. Preparation of a performance document for the basic Model 30 airplane.
3. Preparation of a CPO and estimate of the Engineering task required to produce a sales version 990 as defined above. In addition, an area estimate of the costs for certain proposed changes to the above version, resulting in a domestic sales version, is required.


A. J. Savard
Project Engineer

AJS:JMC:cas

BASIC MINUTES

No. 13

13 February 1961
Revised and Retyped 4 April 1961

Model 30-6

Reference (a) S. O. 600-0-14 dated 2 February 1961
(b) S. O. 600-0-13 dated 18 January 1961
(c) S. O. 600-0-17 dated 7 March 1961
(d) S. O. 600-6-113 dated 15 March 1961


MODEL 30 - PAINTING OF AIRCRAFT 30-6-1 FOR FLIGHT TEST PROGRAM

Pursuant to assignment contained in Reference (b), the first of the Swissair aircraft 30-6-1 (production S/N 30-10-5) is to be employed in connection with the flight test program for Model 30 aircraft. The customer has requested that this aircraft carry the Swissair markings as released for the 30-6 aircraft in order that advance publicity photographs may be obtained during the period when the airplane is in the flight test program.

In accordance with the authority contained in Reference (a), and in order to accommodate Swissair, all concerned are requested to proceed with the painting of subject aircraft in Swissair colors at the earliest possible date. It is intended by this authorization that the aircraft throughout the period of time when it is in the Model 30 certification flight test program will thus carry Swissair's colors, except that a protective coating of epoxy primer and topcoat will also be applied over polished aluminum surface as a corrosion preventive. A topcoat should be selected which will, as nearly as possible, give the appearance of a polished aluminum finish.

In accordance with the authority contained in Reference (d), in lieu of the Swissair registration number, temporary FAA Registration No. N8484H will be applied to this airplane for the duration of the flight test program. Temporary registration numbers and special protective paint will be removed after completion of assignment to the flight test program.

ACTION: All concerned are authorized to proceed with the above.


A. J. Savard
Project Engineer

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

13 February 1961

No. 13

BASIC MINUTES

Model 30-6


Reference: (a) S.O. 600-0-14 dated 2 February 1961
(b) S.O. 600-0-13 dated 18 January 1961

MODEL 30 - PAINTING OF AIRCRAFT 30-6-1 FOR FLIGHT TEST PROGRAM

Pursuant to assignment contained in Reference (b), the first of the Swissair aircraft 30-6-1 (production S/N 30-15-5) is to be employed in connection with the flight test program for Model 30 aircraft. The customer has requested that this aircraft carry the Swissair markings as released for the 30-6 aircraft in order that advance publicity photographs may be obtained during the period when the airplane is in the flight test program.

In accordance with the authority contained in Reference (a), and in order to accommodate Swissair, all concerned are requested to proceed with the painting of subject aircraft in Swissair colors at the earliest possible date. It is intended by this authorization that the aircraft throughout the period of time when it is in the Model 30 certification flight test program will thus carry Swissair's colors, except that whatever protective coatings are deemed necessary will also be applied as a corrosion preventive.

ACTION: There is no additional engineering task associated with these minutes, which are issued for information only.


A. J. Savard
Project Engineer

AJS:JMC:ms

Sold to: Convair, a Division of General Dynamics
Corporation
San Diego 12, California

Revised: 17 October 1961
Date: 18 January 1961

SO No. 600-0-13

Reference: (a) Swissair Purchase Agreement dated 10 October 1958
(b) A. J. Savard Memo dated 12/15/59
(c) American Airlines Purchase Agreement dated 1 July 1958
(d) Teletype, A. Baltensweiler, 17 Oct. 1961

WO No. 31,000 Series

ASSIGNMENT OF AIRCRAFT NOS 30-5-1, 30-5-2, 30-5-4,
30-6-1 AND 30-6-2 TO THE MODEL 30 FLIGHT TEST PROGRAM

- (1) Pursuant to the authority contained in Article 13 of reference (a) Swissair Aircraft No. 30-6-1 and 30-6-2 will be utilized in the Model 30 Flight Test Program. Per Reference (d), Aircraft 30-6-3 is also to be utilized for a maximum period of six weeks.
- (2) Pursuant to Article 13 of reference (c) and Amendment No. 4 thereto, you are hereby authorized to utilize American Airlines Model 30 Aircraft 30-5-1, 30-5-2 and 30-5-4 in the Model 30 Flight Test Program. Aircraft assignments are as follows:

Airplane 30-5 #1 will be a flight test airplane, less interior, but incorporating a ballast and cg control system, and a test airspeed system (Ref. DIB 30-28,002). Aircraft flight test task assignment to be completed 31 July 1961.

Airplane 30-5 #2 will be a flight test airplane less interior, but incorporating a ballast and cg control system and a test airspeed system (Ref. DIB 30-28,002). Aircraft flight test task assignment to be completed 8 August 1961.

Airplane 30-5 #4 will be a completed aircraft and shall be used for systems certification. Aircraft flight test task assignment to be completed 18 August 1961.

Airplane 30-6 #1 will be a completed aircraft and shall be used for Sperry Autopilot certification. Aircraft flight test assignment to be completed 13 August 1961.

Airplane 30-6 #2 will be a completed aircraft and shall be the functional and reliability test article. Aircraft flight test task assignment to be completed 21 July 1961.

Aircraft 30-6-3 will be a complete airplane utilized in connection with testing of modification installations.

CONVAIR

SALES ORDER

Sold to: Convair, A Division of General
Dynamics Corporation
San Diego 12, California

Revised: 17 October 1961
Date: 18 January 1961

S O No
S O No 600-0-13

Reference: (a), (b) and (c) - See Page 1.

W. O. No. 31,000 Series

ASSIGNMENT OF AIRCRAFT NOS. 30-5-1, 30-5-2, 30-5-4,

30-6-1 AND 30-6-2 TO THE MODEL 30 FLIGHT TEST PROGRAM

- (3) The Controller's Department will develop and publish a budget in support of the above program. **by February 8, 1961.**
- (4) This Sales Order cancels and supersedes reference (b).
- (5) Upon completion of the Flight Test Program, the aircraft shall be rehabilitated to a warrantable configuration described in the contract as "not materially worn". The procedure and schedule for rehabilitation will follow Manufacturing Manual A-11 dated 7-13-60.

RLW:db

988
Page two of two


D. H. Digges
Manager of Contracts

Revised to add Ref. (d) and sentence to Paragraphs (1) and (2).



W. F. Brown

6142

BASIC MINUTES

No. 18

18 October 1961

Reference: (a) Sales Order 600-0-13 revised 10-17-61

Airplane 30-10-7 has been approved by the customer for use as a flight test airplane per reference (a).

This airplane will be used for boiler plate flight testing of the revised Krueger leading edge and Krueger flap. Flight Test is to make the necessary changes to the airplane and make performance evaluation of the leading edge change. A flight test program for this airplane shall be developed.

A. J. Savard
A. J. Savard
Project Engineer

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

1 February 1961

BASIC MINUTES

No. 12

Model 30-10

Reference: (a) S.O. 602-2-13 dated 18 January 1961
(b) Swissair Purchase Agreement dtd 10 Oct 58
(c) A. J. Savard Memo dtd 12/15/59
(d) American Airlines Purchase Agreement dtd 1 Jul 52

ASSIGNMENT OF AIRCRAFT NOS. 30-5-1, 30-5-2, 30-5-4, 30-6-1 and
30-6-2 TO THE MODEL 30 FLIGHT TEST PROGRAM

1. Pursuant to the authority contained in Article 13 of reference (b), Swissair Aircraft No. 30-6-1 and 30-6-2 will be utilized in the Model 30 Flight Test Program.

2. Pursuant to Article 13 of reference (d) and Amendment No. 4 thereto, you are hereby authorized to utilize American Airlines Model 30 Aircraft 30-5-1, 30-5-2 and 30-5-4 in the Model 30 Flight Test Program. Aircraft assignments are as follows:

Airplane 30-5 #1 will be a flight test airplane, less interior, but incorporating a ballast and cg control system, and a test airspeed system (Ref. DIB 30-28.002). Aircraft flight test task assignment to be completed 31 July 1961.

Airplane 30-5 #2 will be a flight test airplane less interior, but incorporating a ballast and cg control system and a test airspeed system (Ref. DIB 30-28.-002) Aircraft flight test task assignment to be completed 8 August 1961.

Airplane 30-5 #4 will be a completed aircraft and shall be used for systems certification. Aircraft flight test task assignment to be completed 18 August 1961.

Airplane 30-6 #1 will be a completed aircraft and shall be used for Sperry Autopilot certification. Aircraft flight test assignment to be completed 13 August 1961.


Airplane 30-6 #2 will be a completed aircraft and shall be the functional and reliability test article. Aircraft flight test task assignment to be completed 21 July 1961.

3. These minutes cancel and supersede reference (c).

4. Upon completion of the Flight Test Program, the aircraft shall be rehabilitated to a warrantable configuration described in the contract as "not materially worn". The procedure and schedule for rehabilitation will follow Manufacturing Manual A-11 dated 13 Jul 60.

ACTION:

All concerned shall proceed as necessary to accomplish the above program.


A. S. Svard
Project Engineer
Mail Zone 6-115

JMC:AJS:ms

SALES ORDER
Sent to: General
A Division General Dynamics
San Diego 12, California

Date: 18 November 1960

S.O. No: 400-5-12

W.O. No: 30,000 Series

Reference: (a) Meeting between R. C. Loomis and
T. J. Sullivan, 11/18/60

MODEL 30 CREW SEATS

1. Pursuant to reference (a) this Sales Order is issued to reaffirm the decision previously made that Weber Pilot and Copilot seats will be installed in all Model 30 airplanes.
2. For flight test purposes only Model 30 airplanes #1 and #2 will have Model 22M AMI Pilot and Copilot seats installed initially. However, prior to delivery of these airplanes to American Air Lines, the seat installation provisions will be reworked to the Model 30 configuration and Weber seats will be installed.
3. With respect to all Model 30 airplanes except #1 and #2 (as covered in the foregoing paragraph), all activity shall be immediately redirected toward the incorporation of installation provisions for the Weber seats. Weber seats will be installed in these airplanes (#3 and on) prior to first flight.
4. In accordance with the above and except for the work necessary to accomplish flight test installation of Model 22M crew seats in airplanes #1 and #2, any continuing activity toward installation of Model 880 crew seat tracks in Model 30 airplanes will be stopped immediately.
5. All concerned departments are directed to take immediate action in accordance with the foregoing.

TJS:af

Log No. 3209


T.J. Sullivan
Assistant Division Manager

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

25 November 1960

No. 8

600 MINUTES

Model 30-0

Reference: (a) Sales Order 600-0-12

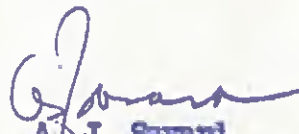
As authorized by Reference (a), Sales Order, these minutes are issued to reaffirm the decision previously made that Weber Pilot and Copilot seats will be installed in all Model 30 airplanes.

For flight test purposes only Model 30 airplanes #1 and #2 will have Model 22M AMI pilot and copilot seats installed initially. However, prior to delivery of these airplanes to American Air Lines, the seat installation provisions will be reworked to the Model 30 configuration and Weber seats will be installed.

With respect to all Model 30 airplanes except #1 and #2 (as covered in the foregoing paragraph), all activity shall be immediately redirected toward the incorporation of installation provisions for the Weber seats. Weber seats will be installed in these airplanes (#3 and on) prior to first flight.

In accordance with the above and except for the work necessary to accomplish flight test installation of Model 22M crew seats in airplanes #1 and #2, any continuing activity toward installation of Model 880 crew seat tracks in Model 30 airplanes will be stopped immediately.

ACTION: All concerned departments are directed to take immediate action in accordance with the foregoing.


A. J. Seward
Project Engineer

AJS/JMC/jcp

CONVAIR - San DiegoSALES ORDER

Sold to: Convair
A Division of General Dynamics Corporation
San Diego 12, California

Date: 7 November 1960

SO No: 600-0-11

Reference: (a) J. G. Zevely letter dated
30 September 1960
(b) Division Manager's Notice No. 37
(c) Basic Model 30 (600) and/or (990)

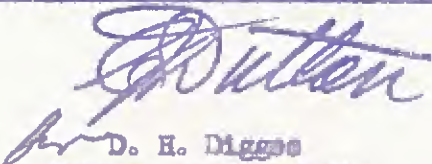
WO No: 31,000 Series

CONVAIR 990 MODEL DESIGNATION

- (1) Pursuant to References (a) and (b), this sales order will advise that henceforth Model 30 aircraft is to be publicly identified as the Convair 990 jet aircraft in lieu of the 600. Previously issued manuals, publications, and technical data are not to be revised or reissued for purposes of a name change. Future material originated in connection with these items and other activities are to reflect the 990 designation.
- (2) Specifically, Contracts, Customer Service, and Engineering are hereby notified of the change and are authorized to originate corresponding revisions, as necessary, to follow the instructions indicated above.

CJD:mb

Log No. 5259


D. H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

December 1, 1960

No. 9

PASIC 600 MINUTES


Model 30-0

Reference: (a) S. O. 600-0-11 dated 7 November 1960

CONVAIR 990 MODEL DESIGNATION

Pursuant to Reference (a), these minutes will advise that henceforth Model 30 aircraft is to be publicly identified as the Convair 990 jet aircraft in lieu of the 600. Previously issued manuals, publications, and technical data are not to be revised or reissued for purposes of a name change. Future material originated in connection with these items and other activities are to reflect the 990 designation.

ACTION: All concerned are authorized to proceed in accordance with the above instructions.


A. J. Savard
Project Engineer

AJS/JMC/djb

CONVAIR - San Diego

SALES ORDER

Sold to: Convair
A Division of General Dynamics Corporation
San Diego 12, California

Revised: 9 January 1961
Date: 27 October 1960

SO No: 600-0-10

Reference: (a) SWR letter dated 25 Aug. 1960 (60-722)
(b) Memo Chambers to Meador dated
31 August 1960
(c) Memo Meador to Dutton dated
12 September 1960
(d) Letter G. Wood to SAS 9 Jan. 1961

WO No: 31,000 Series

CONVAIR 990

EXTERIOR MARKINGS - NO. 2 FLIGHT TEST AIRCRAFT

- (1) Pursuant to referenced correspondence, this Sales Order authorizes the application of plain white (exclusive of registration) markings on the second flight test airplane (30-10-2).
- (2) All concerned are to proceed accordingly.
- (3) There is no cost to the customer in connection with this authorization.
- (4) Wings, pods and pylons and fuselage underside (below window line) are to be painted with aluminum colored epoxy paint.

CJD:mb

Log No

294

Revised to add Ref (d) and Para (4).


for D. H. Digges
Manager of Contracts

Revised: 15 November 1960

(b) Memo R. R. Hoover to F. D. Applegate
dated 8 November 1960

3214

Revised to delete above in Para. (4).

Revised to cancel

C O N V I D
A Division of General Dynamics Corporation
(San Diego)

13 October 1960

No. 6

Model 30-0

600 MINUTES

CANCELLED 11-25-60

REFERENCE MINUTES #3 dtd 11-25-60

Reference: (a) S. O. 600-0-9 dated 5 October 1960

Pursuant to Reference (a), all departments concerned are directed to
install standard Weber crew seats in the following flight test airplanes:

Model 30-1 - AAL delivers in April 1962
Model 30-2 - AAL delivers in May 1962
Model 30-3 - AAL delivers in July 1961
Model 30-4 - AAL delivers in May 1962
Model 30-5 - Swissair F&R July 1961

ACTION: All concerned are authorized to proceed with the above. This
is a standard Weber seat not having reduced cushion thickness.
Blocks must be installed on these seats because removable tracks
have not been incorporated into these test airplanes as yet.

Engineering Specifications Section will forward necessary revised
Specification pages to the Contracts Department within four weeks
of Sales Order date.

A. J. Seward
A. J. Seward
Project Engineer

AJS/MILL/dr

RECEIVED
DEC 1 '60
PROJECT
SPEC.
GROUP

Example of Contradiction

- (1) 2nd. 1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th. 11th. 12th. 13th. 14th. 15th. 16th. 17th. 18th. 19th. 20th. 21st. 22nd. 23rd. 24th. 25th. 26th. 27th. 28th. 29th. 30th. 31st. 32nd. 33rd. 34th. 35th. 36th. 37th. 38th. 39th. 40th. 41st. 42nd. 43rd. 44th. 45th. 46th. 47th. 48th. 49th. 50th. 51st. 52nd. 53rd. 54th. 55th. 56th. 57th. 58th. 59th. 60th. 61st. 62nd. 63rd. 64th. 65th. 66th. 67th. 68th. 69th. 70th. 71st. 72nd. 73rd. 74th. 75th. 76th. 77th. 78th. 79th. 80th. 81st. 82nd. 83rd. 84th. 85th. 86th. 87th. 88th. 89th. 90th. 91st. 92nd. 93rd. 94th. 95th. 96th. 97th. 98th. 99th. 100th. 101st. 102nd. 103rd. 104th. 105th. 106th. 107th. 108th. 109th. 110th. 111th. 112th. 113th. 114th. 115th. 116th. 117th. 118th. 119th. 120th. 121st. 122nd. 123rd. 124th. 125th. 126th. 127th. 128th. 129th. 130th. 131st. 132nd. 133rd. 134th. 135th. 136th. 137th. 138th. 139th. 140th. 141st. 142nd. 143rd. 144th. 145th. 146th. 147th. 148th. 149th. 150th. 151st. 152nd. 153rd. 154th. 155th. 156th. 157th. 158th. 159th. 160th. 161st. 162nd. 163rd. 164th. 165th. 166th. 167th. 168th. 169th. 170th. 171st. 172nd. 173rd. 174th. 175th. 176th. 177th. 178th. 179th. 180th. 181st. 182nd. 183rd. 184th. 185th. 186th. 187th. 188th. 189th. 190th. 191st. 192nd. 193rd. 194th. 195th. 196th. 197th. 198th. 199th. 200th. 201st. 202nd. 203rd. 204th. 205th. 206th. 207th. 208th. 209th. 210th. 211st. 212nd. 213th. 214th. 215th. 216th. 217th. 218th. 219th. 220th. 221st. 222nd. 223rd. 224th. 225th. 226th. 227th. 228th. 229th. 230th. 231st. 232nd. 233rd. 234th. 235th. 236th. 237th. 238th. 239th. 240th. 241st. 242nd. 243rd. 244th. 245th. 246th. 247th. 248th. 249th. 250th. 251st. 252nd. 253rd. 254th. 255th. 256th. 257th. 258th. 259th. 260th. 261st. 262nd. 263rd. 264th. 265th. 266th. 267th. 268th. 269th. 270th. 271st. 272nd. 273rd. 274th. 275th. 276th. 277th. 278th. 279th. 280th. 281st. 282nd. 283rd. 284th. 285th. 286th. 287th. 288th. 289th. 290th. 291st. 292nd. 293rd. 294th. 295th. 296th. 297th. 298th. 299th. 300th. 301st. 302nd. 303rd. 304th. 305th. 306th. 307th. 308th. 309th. 310th. 311st. 312nd. 313th. 314th. 315th. 316th. 317th. 318th. 319th. 320th. 321st. 322nd. 323rd. 324th. 325th. 326th. 327th. 328th. 329th. 330th. 331st. 332nd. 333rd. 334th. 335th. 336th. 337th. 338th. 339th. 340th. 341st. 342nd. 343rd. 344th. 345th. 346th. 347th. 348th. 349th. 350th. 351st. 352nd. 353rd. 354th. 355th. 356th. 357th. 358th. 359th. 360th. 361st. 362nd. 363rd. 364th. 365th. 366th. 367th. 368th. 369th. 370th. 371st. 372nd. 373rd. 374th. 375th. 376th. 377th. 378th. 379th. 380th. 381st. 382nd. 383rd. 384th. 385th. 386th. 387th. 388th. 389th. 390th. 391st. 392nd. 393rd. 394th. 395th. 396th. 397th. 398th. 399th. 400th. 401st. 402nd. 403rd. 404th. 405th. 406th. 407th. 408th. 409th. 410th. 411st. 412nd. 413th. 414th. 415th. 416th. 417th. 418th. 419th. 420th. 421st. 422nd. 423rd. 424th. 425th. 426th. 427th. 428th. 429th. 430th. 431st. 432nd. 433rd. 434th. 435th. 436th. 437th. 438th. 439th. 440th. 441st. 442nd. 443rd. 444th. 445th. 446th. 447th. 448th. 449th. 450th. 451st. 452nd. 453rd. 454th. 455th. 456th. 457th. 458th. 459th. 460th. 461st. 462nd. 463rd. 464th. 465th. 466th. 467th. 468th. 469th. 470th. 471st. 472nd. 473rd. 474th. 475th. 476th. 477th. 478th. 479th. 480th. 481st. 482nd. 483rd. 484th. 485th. 486th. 487th. 488th. 489th. 490th. 491st. 492nd. 493rd. 494th. 495th. 496th. 497th. 498th. 499th. 500th. 501st. 502nd. 503rd. 504th. 505th. 506th. 507th. 508th. 509th. 510th. 511st. 512nd. 513th. 514th. 515th. 516th. 517th. 518th. 519th. 520th. 521st. 522nd. 523rd. 524th. 525th. 526th. 527th. 528th. 529th. 530th. 531st. 532nd. 533rd. 534th. 535th. 536th. 537th. 538th. 539th. 540th. 541st. 542nd. 543rd. 544th. 545th. 546th. 547th. 548th. 549th. 550th. 551st. 552nd. 553rd. 554th. 555th. 556th. 557th. 558th. 559th. 560th. 561st. 562nd. 563rd. 564th. 565th. 566th. 567th. 568th. 569th. 570th. 571st. 572nd. 573rd. 574th. 575th. 576th. 577th. 578th. 579th. 580th. 581st. 582nd. 583rd. 584th. 585th. 586th. 587th. 588th. 589th. 590th. 591st. 592nd. 593rd. 594th. 595th. 596th. 597th. 598th. 599th. 600th. 601st. 602nd. 603rd. 604th. 605th. 606th. 607th. 608th. 609th. 610th. 611st. 612nd. 613th. 614th. 615th. 616th. 617th. 618th. 619th. 620th. 621st. 622nd. 623rd. 624th. 625th. 626th. 627th. 628th. 629th. 630th. 631st. 632nd. 633rd. 634th. 635th. 636th. 637th. 638th. 639th. 640th. 641st. 642nd. 643rd. 644th. 645th. 646th. 647th. 648th. 649th. 650th. 651st. 652nd. 653rd. 654th. 655th. 656th. 657th. 658th. 659th. 660th. 661st. 662nd. 663rd. 664th. 665th. 666th. 667th. 668th. 669th. 670th. 671st. 672nd. 673rd. 674th. 675th. 676th. 677th. 678th. 679th. 680th. 681st. 682nd. 683rd. 684th. 685th. 686th. 687th. 688th. 689th. 690th. 691st. 692nd. 693rd. 694th. 695th. 696th. 697th. 698th. 699th. 7

...and to recognize the necessity for occasional
rest in and about activities in connection with
this first phase.

It is agreed on with this authorization are to be billed to the author. It is to be the responsibility in accordance with this authorization. It is to be the responsibility of the author and not other for purposes of this authorization.

Costs accumulated in accordance with this authorization under the above work order (limited to a total of \$400.) are to be billed to the customer (GE) as soon as cost information is available.

Revised to add Para. (4).

for D. H. Mages
Manager of Contracts

CONVAIR-SAN DIEGO

CANCELED 3/29/61

SALES ORDER

1960

Sold to: Convair
A Division of Gen Dynamics Corp.
San Diego 12, Calif.

Revised 14 July 1960
**Revised 15 Aug. 1960
***Revised 19 Sept. 1960
****Revised 13 Oct. 1960
Original date: 2 Jan. 1960
S O. No. 600 0-0

Ref. ** (a) Memo, R. L. Whittinger to
C. L. Meador, dated 7 July 1960
(b) Memo, C. L. Meador to R. C. Loomis
dated 16 Sept. 1960
**** (c) Memo, R. C. Loomis to August C. Eckenwein
**** (d) Telcon between August C. Eckenwein & T. J. Sullivan 13 Oct. 1960
**** (e) Memo, R. C. Loomis to August C. Eckenwein dated 31 Oct. 1960

MANUFACTURE OF FIVE (5) MODEL 30 AIRCRAFT

- (1) This Sales Order authorizes all departments concerned to proceed immediately with the release and manufacture of five (5) Model 30 aircraft as described in Detail Specification Report ZD-30-010 dated 1 August 1958, revised (No. 4) 16 November 1959, together with Addendum II thereto dated 21 January 1960.
- (2) Expenditures under this Sales Order are to be limited to \$575,000.00, and said expenditures to be restricted to those necessary to preserve the following schedule:

1961	OCTOBER	NOVEMBER	DECEMBER	JANUARY
	4	2	2	

- (3) Engines and reversers are to be Convair furnished. Certain items in the Specification called out in Paragraph (1) above may change from Convair furnished equipment to customer furnished equipment or vice versa, due to negotiations conducted subsequent to issuance of Addendum II and because of current negotiations.
- (4) This authorization expires by its own terms on 15 August 1960, 31 October 1960, 31 November 1960, 1 December 1960, unless extended on or before that date.

CJD:mb:aw

Log No. 1704-2024-2341-2561-2895-3212-1700

for D. H. Digges
D. H. Digges
Manager of Contracts

Revised to amend para. 2.

Revised to amend para (4), add

ref. and amend para (2)

Revised to specify budget limitations.

Revised to add refs. (c) & (d) amend paras (2) and (4)

Revised to add ref. (e) amend paras (2) and (3).

Revised to add ref. (f) amend para (2) and (4)

CANCELED (See Sales Order 600-0-20 dated 29 March 1961)

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

10 June 1960
Rev. 7 September 1960

No. 5
Model 30-C

600 MINUTES

Reference: (a) S.O. 600-C-6, dated 2 June 1960, Rev. 15 August 1960

MANUFACTURE OF FIVE (5) MODEL 30 AIRCRAFT

Reference (a) Sales Order authorizes all departments concerned to proceed immediately with the release and manufacture of five (5) Model 30 aircraft as described in Detail Specification Report ZD-30-010, dated 1 August 1958, revised (No. 4) 16 November 1959, together with Addendum II thereto dated 21 January 1960.

~~Under Revision in 1960 (1)~~

Expenditures under Reference (a) Sales Order are to be limited to ~~approximately~~ said expenditures to be restricted to those necessary to preserve the following schedule:

	<u>OCTOBER</u>	<u>NOVEMBER</u>
1961	<u>1</u> 3	<u>1</u> 2

Engines and reversers are to be Convair furnished. Certain items in the Specification called out in Paragraph (1) above may change from Convair furnished equipment to customer furnished equipment or vice versa, due to negotiations conducted subsequent to issuance of Addendum II and because of current negotiations.

1 October 1960

This authorization expires by its own terms on ~~17 August 1960~~ unless extended on or before that date.

ACTION: The above airplanes constitute a 30-6 version aircraft, therefore Engineering Department has no task.

J. Herbert Sharp

P. H. Sharp
Product Engineer

100-100000-500

S. O. # 600.0-5A
W. O. # 31.000

THIRTEEN (13) - 100
ELEVEN (11) - 100
TEN (10) - 100

MANUFACTURE OF SIX (6) MODEL 30 AIRCRAFT

\$6,659,746

... ..

[illegible]

\$ AUGUST 1950 # 62-51125-1

TABLE 2 (2)(4)(5)

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

21 November 1960

No. 7
Model 30-10

BASIC 600 MINUTES

Reference: (a) S.O. 600-0-5B dated 18 November 1960

MANUFACTURE OF SEVEN (7) MODEL 30 AIRCRAFT

1. These minutes supersede and cancel Basic Minutes #3 and is a continuation of the authority contained therein with respect to seven (7) of the thirteen (13) aircraft being manufactured thereunder. Six (6) of said aircraft having been assigned to the firm sale to the Hughes Tool Co. pursuant to reference (a) S.O. 600-5-1000, Minutes #1001.
2. All Departments concerned are authorized to continue with the manufacture of seven (7) Model 30 aircraft in accordance with Detail Specification Report ZD-30-005 (and revision of 1 May 1959) including Change Orders 1 through 13 except that engines will be Convair furnished. Certain other items in said Specification which are currently customer furnished may become Convair furnished as a result of subsequent negotiations.
3. Expenditures on these seven (7) airplanes are not to exceed \$4,300,131 and this authority will expire by its own terms on 1 December 1960 unless extended on or before that date.
4. No expenses are to be incurred that are not essential to support the following delivery schedule:

1961	October	November	December	1962	January
	1	2	2		2

ACTION: All concerned are authorized to proceed as noted above.


A. J. Seward
Project Engineer

AJS:JMC:gt

RECEIVED

NOV 25 '60

PROJECT
SPEC.
GROUP

CONVAIR-SDSALES ORDER

Sold to: Convair, A Division of General
Dynamics Corporation
San Diego 12, California

Date: 22 December 1960

SO No: 600-0-5C
600-5-189
600-6-101
600-8-19
600-0-6A

*WO No: 31,000 Series

*See W.O. Notice No. 98 issued by Cost
Accounting dated 22 December 1960 for work
orders by departmental areas.

MODEL 30 PERFORMANCE IMPROVEMENT CHANGES

(1) This Sales Order authorizes all departments concerned to proceed, effective December 6, 1960, with the following Model 30 changes as further described in their respective CPO's.

- a- Install full Krueger flap as described in CPO 60-266-4A, revised 7 December 1960.
- b- Provide flap vanes and flap track plugs. (Reference CPO 60-266-16A revised 7 December 1960).
- c- Extend inboard flap cord and inboard flap span. (Reference CPO 60-266-7A dated 7 December 1960).
- d- Revise rudder control system to reduce rudder pedal forces. (Reference CPO 60-266-9).
- e- Lateral control improvements. (Reference CPO 60-266-2A revised 7 December 1960).

Additionally, a gloved inboard flap and cord span extension as described in CPO 60-266-13A dated 7 December 1960 shall be accomplished as an interim fix on the early Model 30 aircraft for flight test purposes. This temporary installation on the affected Model 30 aircraft shall be removed and replaced with the permanent installation as described in (b) and (c) above.

(2) The changes listed in paragraph (1) are hereby authorized to be made against the following Model 30 aircraft

<u>Customer</u>	<u>Aircraft</u>
American	30-5-1 through 30-5-25
Hughes Tool Co.	30-5-26 through 30-5-31

CONVAIR-SD

SALES ORDER

Sold to: Convair, A Division of General Dynamics Corporation

Date: 22 December 1960

SO No: 600-0-5C
600-5-189
600-6-101
600-8-19
600-0-6A

WO No: 31,000 Series
*see page 1

(2) continued

Customer

Aircraft

Swissair/SAS

30-6-1 through 30-6-9

Real

30-8-1, 30-8-2, 30-8-3

(3) The warning lights and switches for the rudder control system shall be installed on the co-pilots panel in lieu of the flight engineers station on the American Airlines Model 30-5 aircraft. This task is described in Addendum I dated 30 November 1960 to CPO 60-266-9.

RLW:ch

Log No: _____

D.H. Digges
Manager of Contracts

C O N V A I R
A Division of General Dynamics Corporation
(San Diego)

13 January 1961

No. 10

BASIC MINUTES

Model 30-A11

Reference: (a) S. O. No. 600-0-5C
600-5-189
600-6-101
600-8-19
600-0-6A

MODEL 30 PERFORMANCE IMPROVEMENT CHANGES

1. These Minutes authorize all concerned to proceed with the following Model 30 changes as further described in their respective CPO's.

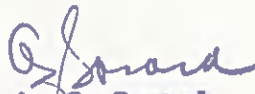
- a - Install full Krueger flap as described in CPO 60-266-4A, revised 7 December 1960.
- b - Provide flap vanes and flap track plugs. (Reference CPO 60-266-16A revised 7 December 1960).
- c - Extend inboard flap cord extension and inboard flap span extension (Reference CPO 60-266-7A dated 7 December 1960).
- d - Revise rudder control system to reduce rudder pedal forces. (Reference CPO 60-266-9).
- e - Lateral control improvements. (Reference CPO 60-266-2A revised 7 December 1960).

Additionally, a gloved inboard flap and cord span extension as described in CPO 60-266-13A dated 7 December 1960, shall be accomplished as an interim fix on 30-5 #2 and #4 for flight test purposes. This temporary installation on these Model 30 aircraft shall be removed and replaced with the permanent installation as described in (b) and (c) above.

2. The changes listed in paragraph (1) are hereby authorized to be made against the following Model 30 aircraft.

<u>Customer</u>	<u>Aircraft</u>
American	30-5-1 through 30-5-25
Hughes Tool Co.	30-5-26 through 30-5-31
Swissair/SAS	30-6-1 through 30-6-9
Real	30-8-1, 30-8-2, 30-8-3

3. The warning lights and switches for the rudder control system shall be installed on the co-pilot's panel in lieu of the flight engineers station on the American Airlines Model 30-5 aircraft. This task is described in Addendum I dated 30 November 1960 to CPO 60-266-9.


A. J. Savard
Project Engineer

AJS/JMC/db

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

8 April 1960
Rev. 20 May 1960
Rev. 7 Sept. 1960*
BASIC MINUTES

No. 3

Model 30

Reference: (a) S.O. 600-0-5, dated 6 April 1960
(b) S.O. 600-0-5A, dated 11 May 1960

Rev. 12 Aug. 1961

----- ELEVEN (11)*

MANUFACTURE OF SIX (6) MODEL 30 AIRCRAFT

(b)

eleven (11)*

Reference (a) Sales Order authorizes all departments concerned to proceed immediately with the release and manufacture of six (6) Model 30 speculative aircraft as described in Specification ZD-30-005 (Revision of 1 May 1959), including Change Orders 1 thru 13.

Expenditures under Reference (a) Sales Order are to be limited in accordance with an agreed-upon distribution of such expenditures between the Assistant Manager, Contracts, Customer Service and Material and the Chief Engineer, and are not to exceed that amount necessary to support the following schedule:

1961

July

August

September

October

Is

1

2

-3- 2

1

2

The Material Department will establish engineering release date for long lead-time material and subcontract items. The Engineering Department will honor these dates.

(b)

The authorization under Reference (a) Sales Order expires by its own terms on 5 May 1960 unless extended on or before that date.

6 July

----- 6 September 1960*

Engines and reversers are to be Convair furnished.

ACTION: All concerned are authorized to proceed with the above.

A. J. Edwards *J. H. S.*

A. J. Edwards

Contract Engineer

RFH:JMC:qz

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

10 May 1960

BASIC MINUTES

No. 4
Model. 30-10

Reference: (a). S.O. 600-0-3, dated 28 January 1960, Rev. 26 February 1960

POWER RUDDER

As evidenced by Reference (a) Sales Order, the Engineering Department is authorized to proceed with the detailed design of the power rudder and lateral control change for all Model 30 aircraft. These Minutes are issued to protect schedule and to minimize costs.

The Engineering and Material Departments are requested to start negotiations with vendors for material support of the power rudder system.

These Minutes are for information purposes only. EWO's have been processed to accomplish the above task. (EWO 9060 on 2/2/60 and EWO 9100 on 3/10/60.)

ACTION: All concerned are authorized to proceed with the above.

AJS:JMC:gm


A. J. Savard
Project Engineer

Sold to: Convair
A Division of General Dynamics Corporation
San Diego 12, California

Date: 29 April 1959

SO No: 600-0-2

Reference: (a) Request, D. H. Digges to G. J. Dutton,
29 April 1959

WO No: 31,000 Series

PERFORMANCE DATA FOR CJ805-23 ENGINES

- (1) This Sales Order is issued to authorize Engineering Department to proceed with development of all performance data associated with the change from the CJ805-21 engines to the CJ805-23 engines on all American Airlines and Model 30 aircraft.
- (2) All costs in connection with this authorization are to be segregated in order that recovery may be obtained through a proposal to AAL. Total expenditure for Engineering in connection with this authorization is limited to \$24,500.

RECEIVED

MAY 7 '59

CJD:bb

Log No: 1193

PROJECT
SPEC.
GROUP


D. H. Digges
Manager of Commercial Contracts

APD &
4/29/59

MCS

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

600 MINUTES

7 May 1959

No. 2
Model. 30

Reference: (a). S. O. 600-0-2 dated 29 April 1959

PERFORMANCE DATA FOR CJ805-23 ENGINES

1. Engineering Department is authorized, as evidenced by reference (a), to proceed with development of all performance data associated with a change from the CJ805-21 engine performance to the CJ805-23 engine performance, exclusive of take-off, on all American Airlines and other commercial Model 30 aircraft.

ACTION: All concerned are authorized to proceed with the above.

RECEIVED

MAY 11 '59

PROJECT
SPEC.
GROUP


A. J. Savard
Project Engineer
Mail Zone 6-115

AJS:JMC:gm